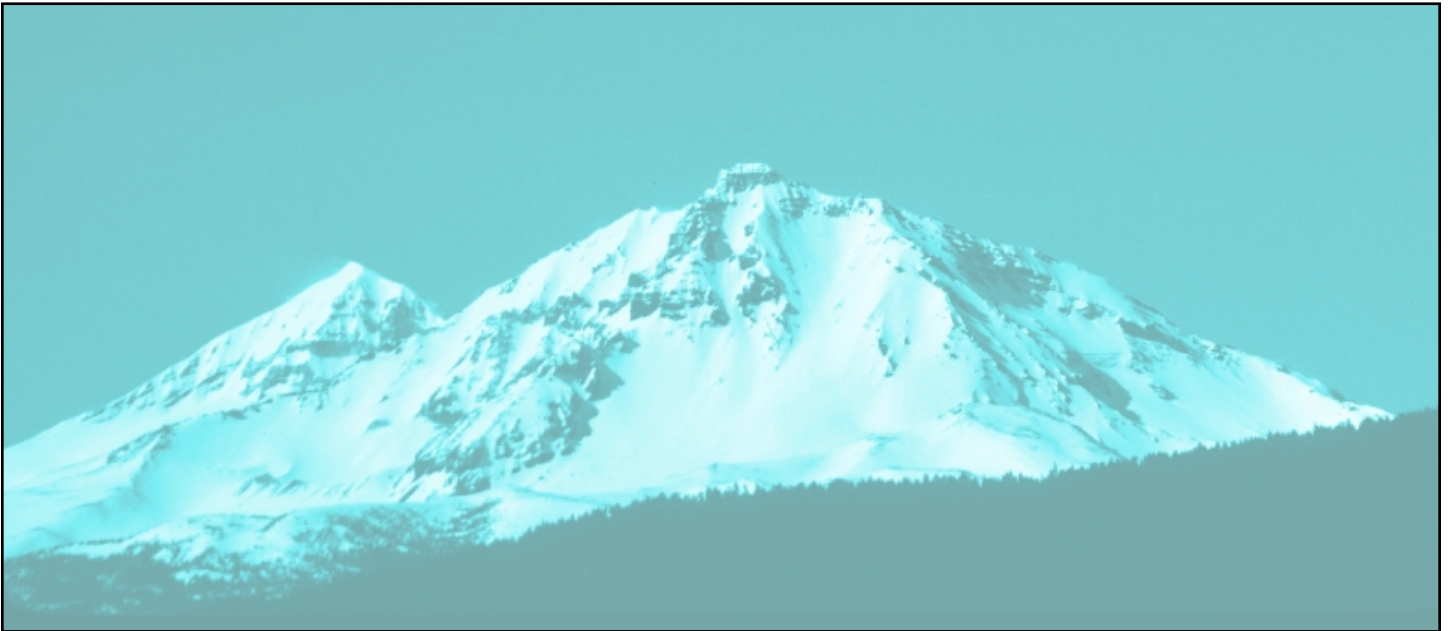


Sisters Community Trails Draft Plan



Connecting Us to Our Community and to Each Other



Sisters Community Trails Draft Plan

The Sisters Community Trails Committee
and
Community Action Team of Sisters
with assistance from the
National Park Service Rivers and Trails Program

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A Community Trails Vision

CONNECTED BY THE DESIRE FOR A SPECIAL PLACE TO LIVE, Sisters area residents enjoy mountain air and mountain views — a clean and healthy place to work, retire or raise a family. Physical connections are important, too. We need to get to our jobs, to our schools, to our town. On weekends we go to the mountains to hike, camp, bike, fish, watch birds or just soak in the peace and quiet of nature. The benefits of small town life and the beauty of nature sit at our doorsteps.

How do we get around in Sisters? By car, mostly. But there are other ways to travel. Many of us are doing them already. Kids walk between home and school; couples stroll through their neighborhoods on Sunday mornings; bicyclists mount up for a trip to the grocery store; groups of equestrians ride out of their corrals onto bordering publicly-owned forests. Getting there can be more than half the fun.

A group of Sisters area residents is working to develop a community-wide non-motorized trail system. It's a vision of a community with a safe, accessible network of trails serving every neighborhood within the greater Sisters School District, connecting them to downtown Sisters, to schools and to regional trails within the Deschutes National Forest.

It's a trail system for everyone, from the residents of Cloverdale and Black Butte Ranch to the citizens of Crossroads and Aspen Lakes. It's a trail system that will make the Sisters area a better place to live, connecting us to our community and to each other.



Our Goals

Provide safe walking and bicycling routes

Improve the Sisters village atmosphere by reducing traffic congestion and pollution

Promote health and wellness for all community members with non-motorized trails for walking, jogging, bicycling, skiing and horseback riding

Improve our economy by expanding recreational use of our trails

Provide a connection to the unique history, heritage and natural beauty of the Sisters area

Provide alternative transportation routes that protect and conserve the natural beauty of the Sisters Community

Establish community involvement in the development and maintenance of the Sisters Trail System

Q & A

YOU WILL LIKELY FIND THE ANSWERS TO MOST OF YOUR QUESTIONS about the Sisters Community Trails within this draft plan. Below are the answers to some basic questions you may have.

WHAT IS CATS?

CATS is a non-profit organization dedicated to helping break the cycle of poverty in the Sisters area and assisting the community in long-term planning to manage growth and change. It is the current “home” for the Sisters Trails Committee, a group of local residents working to develop a community network of non-motorized trails. “CATS” stands for Community Action Team of Sisters.

WHEN WILL THE TRAILS BE DONE?

The Sisters Community Trails system is intended to be a long-term effort, with trails added as the desire, needs and opportunities arise. The Trails Committee hopes to have an initial trail network in place within the next several years.

WHO CAN USE THE TRAILS?

Anyone can use the trails. While the thrust of the trail network is to provide local residents with safe and pleasant ways to travel between schools, the city of Sisters and residential areas, and for access to surrounding public recreation lands, they will be open to everyone — locals and visitors alike.

ARE THE COMMUNITY TRAILS GOING TO RAISE MY TAXES?

No. The Sisters Community Trails is a volunteer effort, funded by donations and grants. It is the intent of the Trails Committee to continue this philosophy throughout the development of the trail network.

WHAT’S THE PURPOSE OF THIS DRAFT PLAN?

This plan includes all the ideas for developing a Sisters trails network that the Trails Committee has collected and studied to date. We want everyone to read it and give us their ideas for improving it. Then we’ll produce a final plan, which will become the blueprint and foundation for building and maintaining the Sisters Community Trails.

Sisters Area Resources

Community Resources

SURROUNDED BY DEEP FORESTS, snow-dappled mountains, lakes and rivers, Sisters-area residents have found a healthy balance between the community and the landscape that defines this place. The community's many amenities, along with the scenic, recreational and wholesome character that exist here, can only be enhanced with the development of a trail network throughout the area.

Sisters



The city of Sisters was settled in its current location, from nearby Camp Polk, in 1888, and named after the Three Sisters mountains that dominate its western skyline. It was established primarily as a logging and ranching community and continued to be defined by those activities at least through the 1960s. Many of the city's early residents were logging families who worked on timber operations in the nearby Deschutes National Forest. As area mills began to close, many of the town's residents shifted to retirees who were looking for a quiet, inexpensive place to live.

By the 1980s, Sisters had begun to blossom into a tourist-oriented community with shops patronized by day-trippers from Willamette Valley cities or tourists staying at nearby resorts. By this time, city planners had developed a strict building code based on an 1880s theme, which required all buildings in the downtown business area to adhere to a Western style design. This has been an economic boon to the city and local businesses, allowing them to create a successful marketing identity that brings large numbers of tourists to town each year, primarily during the summer months.

While tourism is the primary focus of downtown retail stores, Sisters also offers real estate sales, motels, banks and financial services, restaurants, medical and legal services, beauty salons and just about any other business or service you would expect to find in a typical small community. Sisters is home to two industrial parks, several light manufacturing companies, a weekly newspaper and a book publisher.

The community also has a solid infrastructure, including a city government with a full-time manager, planning director, public works director and a variety of support staff. It has its own fire department, but contracts for police services from the Deschutes County Sheriff's Department. Deschutes

County has a library branch located in town, and Central Oregon Community College maintains a community education center here.

The Sisters School District built a large, modern high school just outside of the city in the early 1990s, and is currently in the process of constructing a new high school nearby, to eventually form a combined high school-middle school campus.

Sisters has recently experienced a high growth rate, with an unprecedented 12.5 percent population increase reported for 2002. Sisters is expected to mushroom by 67 percent between 2000 and 2005. Much of this growth is fueled by the \$13 million sewer system which is replacing the individual septic systems previously used by residents and businesses. Continued growth is expected as more people move to the area, necessitating increased infrastructure and improved roads and transportation system planning.

U.S. Highway 20, a designated freight route of the State Highway System, runs through the center of Sisters. It is a primary travel route that has seen significant increases in traffic in recent years.

The current population of the city of Sisters is about 1,200.

Greater Sisters Area

People living outside the Sisters Urban Growth Boundary reside either on separate parcels of land ranging from small lots to ranches with extensive acreage, or in subdivisions that are often self-contained and self-governed through a homeowner's association. While many new subdivisions have been constructed in recent years, a number of them were developed as long ago as the 1960s, prior to the passage of Oregon's strict 1973 land use laws intended to protect valuable farm and forest lands from development. Many of these older subdivisions, such as Black Butte Ranch, Tollgate and Crossroads were initially developed as second homes, resort and recreational property. But in recent

Fascinating Sisters Facts

Elevation
3,200'

Average Annual Precipitation
14 inches

Average Summer Temperatures
mid-80s day, mid-40s night

Average Winter Temperatures
40s day, 20s night

Number of Traffic Lights
0

1990 City Population
679

2003 City Population
1,200

2003 Sisters Area Population
9,000

Increase in Sisters' Population Since 1990
77 %

Median Age of Residents
38

years they have shifted to year-round residences. Nevertheless, a significant number of people are part-time residents of the area.

As in Sisters, growth is an issue in surrounding lands within Deschutes County. The county has grown by over 46 percent since 1990 with a projected increase through 2010 of 99 percent. An estimated 9,000 people currently live in the greater Sisters area.

Spirit of Community

A reputation for getting involved and successfully completing projects that benefit the greater Sisters area is regularly demonstrated by community residents. Sisters is known in Oregon for its "Classroom Raising" project, in which our community constructed four new classrooms with volunteer labor and donated dollars. An Oregon Public Broadcasting television special highlighting our local volunteerism was aired in 2001.

The Sisters community has a tremendous spirit of service and support for healthy activities. Sisters Organization for Activities and Recreation (SOAR), which provides recreation programs for children of all ages, was founded in 1994 with donations from Kiwanis, Rotary Club, Sisters Rodeo Association and the City of Sisters. Community support for the program is extraordinary. Fundraisers of every sort were held to keep it operating and expanding. SOAR developed wonderful wilderness programs among many others. Finally, in 1999, the Sisters community approved a bond to fund a recreation district for SOAR. The boundaries of the recreation district are defined as the same as those of the school district. SOAR will be a popular catalyst for promoting programs, such as fun runs, bicycling adventures, and cross-country skiing, utilizing proposed future trails.

A bond was approved in May 2001 by the Sisters School District residents to build a new high school, including developing trails on its 298-acre campus. A 160-acre portion of this property makes up the Trout Creek Conservation Area, which will be utilized by students and community members for environmental studies. The middle school, proposed Little League fields and SOAR will move to this campus when construction is completed in 2003.

A bicycle path is scheduled for construction along the McKenzie Highway between the city and the school campus. A new road that will serve as an additional connection from Sisters to the high school and middle school campuses is partially completed and will incorporate bikepaths. Both of these new community trails will offer opportunities to tie into the Sisters Community Trails system.

Development in Sisters was retarded for many years due to the lack of a sewer system. With its completion, applications for additional subdivisions within and outside of city limits are constantly being brought forward for approval, guaranteeing the future growth of the area.

The Transportation System Plan for Sisters was adopted in July 2001 and includes a bicycle plan. The City would like to see a plan developed outside the Urban Growth Boundary (UGB) to link up to the City's plan.

The present cooperative political climate in the City of Sisters will allow positive collaboration for safe trail development. We have a narrow window of opportunity to shape the future of the Sisters community. To maintain the high-quality lifestyle that is the community's trademark, it is critical that trail development be incorporated with growth as it occurs.

Natural Resources

BLESSED WITH BEAUTY AND NATURAL RESOURCES, the geography of the Sisters area offers a bounty of fresh air, clean water, beautiful vistas, unparalleled forests, wildlife and healthy ecosystems. These are the things that make Sisters and its environs a special place to live. Trails will help take us to those special places.

Deschutes National Forest

Officially established in 1908 by President Theodore Roosevelt, the Deschutes National Forest is managed by the U.S. Forest Service. The Forest sprawls along the eastern slope of the Cascade Mountains immediately west of Sisters for about 100 miles between the Warm Springs Indian Reservation to the north and U.S. Highway 58 to the south.

Encompassing 1.6 million acres, the Forest includes a range of ecosystem types including juniper and bitterbrush communities, extensive ponderosa pine forest, mixed conifers at higher, wetter elevations, mountain hemlock and sub-alpine fir, and alpine tundra. The highest point in the Forest is 10,495-foot Mount Jefferson, the second highest peak in the state.

Other important peaks in the forest — many of which are visible



from the Sisters area — include Mount Bachelor (9,065'), Broken Top (9,175'), South Sister (10,358'), Middle Sister (10,053') North Sister (10,094'), Mount Washington (7,802') and Three Fingered Jack (7,848').

The Deschutes National Forest contains five federally designated Wilderness Areas — Diamond Peak Wilderness, Mount Thielsen Wilderness, Three Sisters Wilderness, Mount Washington Wilderness and Mount Jefferson Wilderness. The latter three are easily accessible from the Sisters area and are a focal point for many of the area's outdoor recreational activities.

There are six federally-designated Wild and Scenic Rivers located on the Deschutes National Forest, with two of them — Squaw Creek and the Metolius River — found in the Sisters vicinity.

The Deschutes National Forest is managed on the concept of multiple use, and provides a variety of public benefits including timber, live-stock grazing and recreation as well as natural and ecological values.

Outdoor recreation is a particularly important and popular benefit. The Forest offers 1,388 miles of trails, including a 60-mile segment of the renowned Pacific Crest National Scenic Trail. There are numerous lakes in the Forest, with Suttle Lake and Suttle Lake Resort and Three Creek Lake and resort popular destinations among anglers and campers. The Forest has over 100 developed campgrounds with 32 in the Sisters area alone.

Some eight million people come to recreate on the Deschutes National Forest each year.



Conservation Areas

Trout Creek Conservation Area

Located between U.S. Highway 20 and Oregon Highway 262 a few miles west of the city of Sisters, the Trout Creek Conservation Area is a 160-acre parcel owned by the Sisters School District.

Comprised of ponderosa pine forest and the ephemeral Trout Creek, the area is home to Peck's penstemon, a rare species of plant found only in the Sisters-Black Butte-Camp Sherman area.

When the School District acquired the property from Deschutes County, a conservation easement was established to protect the plant. This easement is administered by the Bend-based Deschutes Basin Land Trust.

The area will be maintained in its natural state, with some development for environmental education purposes.

Parks and Waysides

Village Green Park

This Sisters downtown community park provides a grassy open space in a neighborhood setting. It offers a gazebo, covered picnic area, public restrooms and play equipment for children. Many community events and activities are held here. One of the trail informational kiosks will be located at the park.

Riverside Park

Riverside Park, located along Squaw Creek where it flows through the city of Sisters on the east end of town, has campsites and a day use area for picnicking and other recreational activities. It is heavily used by visitors who come to Sisters to enjoy the natural amenities, shop in the downtown area or attend one of the many local events.

East Portal

Built by the U.S. Forest Service, this rest area off U.S. Highway 20 on the west end of Sisters has restrooms and an interpretive panel describing the McKenzie-Santiam Pass Scenic Byway.



Scenic Byways

McKenzie-Santiam Pass Scenic Byway

This 82-mile driving route offers travelers a Cascades sampler including green forests, mountain vistas and extensive lava flows.

The driving loop begins at the East Portal interpretive wayside on the McKenzie Highway in Sisters, travels over the McKenzie Pass, with spectacular mountain views, then descends into the damp forests of the western Cascade Mountains before turning north, then east, over Santiam Pass and back to Sisters. Along the way travelers encounter impressive lava fields, hot springs, crystal-clear lakes, waterfalls, roaring rivers and more.

Cultural Resources

There is considerable history attached to the Sisters area. Camp Polk, just to the east of the city, was the original settlement and home to a military detachment during the Indian wars of the 1860s.

Sisters has a rich logging history going back to its settlement; some of the smaller, older homes in downtown date back to the town's logging period. Cattle ranching played a large role in the area's history as well — the resort community of Black Butte Ranch, nine miles west of Sisters, was once one of Central Oregon's major working cattle ranches.

Unfortunately, many of the physical aspects of the area's history are gone. In pioneer days, towns built entirely of wood were always vulnerable to fire, and Sisters was no exception. Early fires destroyed

many of the city's original buildings, and now only a couple of historical structures remain. The fort at Camp Polk is long gone, although the pioneer cemetery is still there. Company cottages built in town to house millworkers were sold off, demolished and replaced with a small manufactured home development in the early 2000s.



Camp Polk

Camp Polk was established as a military post in 1865 in response to the Paiute Indian wars that were raging throughout eastern Oregon during the 1860s and 70s.

Named after the Oregon county from which the camp's commanding officer hailed, it consisted

of a group of cabins along the west bank of Squaw Creek, about three miles northeast of Sisters. The troops spent the winter of 1865-66 there.

Around 1870, the area was homesteaded by Samuel Hindeman who also ran the post office. The post office at Camp Polk was moved to the present site of Sisters in 1888, and the name was changed to Sisters.

Remains of the old military camp have vanished, but a pioneer cemetery still exists.

Santiam Wagon Road

Built during the 1860s as a commercial transportation route between the Willamette Valley and Central Oregon, the Santiam Wagon Road offers excellent trail possibilities combined with some historical flavor.

Much of the road still exists, although it can be challenging to find in places. Portions of it on the Deschutes and Willamette national forests are designated recreational trails, while other segments are obscure paths in the forest. Nevertheless, portions of the trail near Sisters are regularly used by hikers, mountain bikers, cross-country skiers, off-road vehicle users and snowmobilers.

Brooks-Scanlon Mainline Road

This road — initially a railroad line — was constructed to transport logs cut from the forests in the Sisters-Camp Sherman-Green Ridge areas to the Shevlin-Hixon and Brooks-Scanlon lumber mills along the Deschutes River in Bend. Bend mills processed logs cut from the Cascade Mountains from 1916 until nearly the turn of the 21st century.

This road is still passable, and offers potential future opportunities to connect the Sisters Community Trails with the Bend area.

Dee Wright Memorial Observatory

Located on the McKenzie Highway 15 miles west of Sisters at the 5,200-foot elevation level, the Dee Wright Memorial Observatory stands amidst mountain grandeur. It was constructed in the 1930s by the Civilian Conservation Corps and provides an excellent observation point for area mountains and the extensive lava fields that surround it.

Planning For Trails

A Community Effort

DEVELOPING THE SISTERS COMMUNITY TRAILS SYSTEM IS A COMMUNITY-BASED VOLUNTEER process involving local citizens through a public outreach process. That public process began with the formation of the Community Action Team Trails Committee in 2001. The Committee represents a broad cross-section of interests in the Sisters Community, which is defined by the Sisters School District boundary. Committee members represent the City of Sisters, Sisters School District, the local recreation district, SOAR (Sisters Organization for Activities and Recreation), the local Forest Service Ranger District, health professionals and fitness clubs, bike organizations, equestrian organizations and citizens.

Public Outreach

In the fall of 2001, after receiving a grant from the National Park Service Rivers and Trails Program to provide technical assistance and advice, the Trails Committee began developing a trails plan with input from the community. Several local newspaper articles announced the Trails Committee and the technical assistance award from the National Park Service.

The Trails Committee's first step was to create a plan to involve the public through several open meetings, beginning with an open house on February 27, 2002 at the Sisters Athletic Club. More than 80 people attended. Members of the Sisters Community Trails Committee used the meeting to begin discussions with the community about the trail system. Folks attending were provided information in the form of maps, brochures and other literature. Featured speakers included the Bicycle Transportation Alliance, Centers for Disease Control, National Park Service River and Trails Program and the Community Action Team of Sisters (CATS). A trail survey form was handed out to all attendees, and a sign up sheet was provided to people who wanted to volunteer with the Trails Committee.

The next public meeting was a Trails Planning Workshop held two months later on April 3, 2002. This meeting was held at the Sisters High School and was attended by over 100 people. This was a hands-on work session that allowed folks to draw potential trail routes on maps, complete the trail survey and talk with members of the Trails Committee. Displays were set up to allow people to learn about the City of Sisters' Transportation System Plan, Oregon Department of Transportation Plans, SOAR programs, the new school district campus, fundraising ideas, and other trails-related information. A full-scale model of one of the handsome trail kiosks, designed by the Trails Committee, was set up to show people



how trail information would be displayed at several key trailheads around town. Workshop participants completed trail surveys that asked questions about where people want to go around Sisters, what type of trails they want and how they would use them.

More publicity for the trails system was generated in several newspaper articles in both the *Sisters Nugget* and *The (Bend) Bulletin*. The Trails Committee also produced an electronic trails newsletter that was sent to the CATS e-mail list. The trail surveys were distributed to students at the Sisters Middle School and the Sisters High School.

Trail Inventory

With many successful opportunities for collecting information from the community, the next step for the Trails Committee was to go out on the ground and inventory both existing and proposed trail routes. This large task was given a boost from the Sisters High School Integrated Environmental Expedition Class (IEE), who worked with the U.S. Forest Service to inventory trails within and around the new high school campus and in the vicinity of Crossroads and Tollgate subdivisions. The students then made a formal presentation of their findings to the Trails Committee.

The Trails Committee met with homeowners associations, equestrian groups, conservation organizations, business leaders, and many other Sisters' groups to get more feedback on the proposed trail system taking shape. They also used the results of the trail survey to help direct their planning, such as prioritizing areas that would benefit the most from a trail system.

What People Say About Sisters Trails

Here are some comments from Sisters area residents about Sisters Community Trails. For more local opinion, see the Trail Survey section in the appendix.

"Great idea for locals, visitors and birders!"

"I think this is really important for the community."

"I think it's vital, especially in the summer with all the traffic."

"Outstanding community project."

"I think the trails will get good use!"

"We need a variety of trails, near town and to the National Forest."

"Improves value and livability."

"This will help tie the community together."

"It would be wonderful to walk away from traffic."

"Trails will join the community through easier access."

"Let's promote alternatives to cars!"

Plan Development

The next step in the public planning process was development of a draft trails plan with trail locations and recommendations for implementation and maintenance. Trail Committee members have been meeting with city, county, state and federal officials to present information about the trail system and get their support. After public review and comment of the draft trail plan in spring of 2003, the final Community Trails Plan will be completed and distributed to city, county and federal agencies.

Adopting and Incorporating the Trails Plan

Because both the City of Sisters and Deschutes County have transportation plans designed to meet the area's current transportation needs as well as to anticipate and address future needs, it is imperative that the plan for the Sisters Community Trails system fits in with, and complements, these existing plans, as well as open space and parks plans.

The Sisters Community Trails Committee has been working with City and County officials to ensure that its trails plan will dovetail with existing plans. Factors to be considered include looking at areas where the Sisters Community Trails system can help meet larger transportation goals by developing trails where County and City planners have identified current or future needs, using population growth projections to determine future trail locations, avoiding trail development in areas where planned future road construction projects or other developments that will cause conflicts and coordinating long-term trail maintenance.

The Trail Committee will move to have the Trails Plan officially incorporated into the City of Sisters and Deschutes County Transportation System Plans.

Working with Landowners

Cooperation is the keyword for trail development in the Sisters area. In order to develop a high-quality network of trails, the Sisters Trails Committee will work with a variety of landowners. The primary landowners within the Sisters area include the U.S. Forest Service, Bureau of Land Management, State of Oregon, Deschutes County, City of Sisters, Sisters School District and a mix of corporate and individual private landowners.

Because so much of the land in the region is publicly owned, the initial trail construction phases are likely to occur mainly on public lands. As the trail system enlarges over time, it is anticipated that there will be a desire, and in some cases, a need to cross private lands.

While trails on private lands can be a controversial issue, they can also prove to be a distinct advantage for some landowners. For example, a trail within a private housing subdivision linked to a larger community trails network will increase the quality of life for those living there, subsequently increasing property values as well.

The Sisters Trails Committee will work with private landowners on a case-by-case basis in instances when it is desirable or necessary for a proposed trail to cross private lands. The Committee has no authority of Eminent Domain to take or condemn land.

Easements and Rights-of-Ways

Conservation easements and rights-of way are two important trail development planning tools. Each allows trails to be constructed across properties, either public or private, by mutual agreement, with specified benefits provided to the grantor. Easements and rights-of-way can be instrumental in securing trail access to important or key segments of a proposed trail that might not otherwise be possible to build. Every instance of a trail right-of-way or easement provided to the Sisters Community Trails system will be done so with the property owner's permission and support.

Conservation Easements

A conservation easement is an agreement by a landowner to forego certain uses and development on a property, typically in return for reductions in property taxes. This type of easement is often used by land conservancy groups and government agencies to protect the natural and/or recreational values of a piece of property without the need to purchase it.

In cases where non-motorized trails are compatible with the purpose of an easement, and not specifically forbidden by the easement agreement, it may be possible to arrange for construction of a trail with the easement holder.

Rights-of-Way

This is a common practice for securing permission to run a trail or other transportation corridor through public or private property. It generally involves payment to a landowner for the right to pass through a specific piece of property over a specific period of time. In some circumstances, rights-of-way may also be secured as a donation from a property owner.

The Trails

THESE ARE THE TRAILS THAT WILL BECOME PART OF THE SISTERS COMMUNITY TRAILS. These non-motorized use only trails will require some construction and improvement, such as surfacing and signing. The level of improvements will depend upon use and need. Total proposed trail miles is 143.3. Trail improvement and construction has been prioritized based on how well they meet the goals of the Sisters Community Trails. The trails are listed below by category. Priorities are listed in Appendix A.

Multi-Use Paths

1. Tollgate – High School — This trail connects Tollgate subdivision with the High School and City trail system. It would be a multi-use path, accommodating both bicyclists and pedestrians with two-way traffic, approximately 10 feet wide and surfaced, either paved or compact gravel. It would cross either private or school property, and a small portion of National Forest for a total distance of 0.76 miles.

2. Crossroads – High School — This trail would use existing Forest Service roads to connect Crossroads subdivision with the school campus. Distance would be about 1.63 miles and the trail would be multi-use with bikes and pedestrians. It would be 10 feet wide. Surface could be compact gravel. Structures such as bollards would be needed to keep motorized vehicles off the trail.

3. Five Pine Trail — The Five Pine Fitness Center is planning a campus-like retreat. They have purchased land that allows them access from their facility to the Deschutes National Forest. This trail would be a multi-use path for bikes and pedestrians and would be 10 feet wide and 0.62 miles in length. This is also a location for a trail kiosk/trailhead.



Bike Paths

4. Camp Polk Road to Wilt Road/Buffalo Road — This trail could be developed in two phases. Phase 1 would be 2.51 miles from the city limits to the Camp Polk Road/Wilt Road intersection. The trail would be a paved bike lane 5-6 feet wide. The second phase would be 3.89 miles on Wilt Road to Buffalo Drive and Squaw Creek Canyon Estates. The trail would be a shoulder bikeway. This trail would be 5 feet wide on both sides of the road shoulder. It would serve Indian Ford and various subdivisions north of the town of Sisters.

Foot Paths

5. Squaw Creek Foot Trail — This trail would follow Squaw Creek from the Sisters city limits to the Metolius-Windigo Trail. The trail would be 1-2 feet wide, with a clearing width of 5 feet, right-of-way of 10 feet and limited to foot traffic only. The trail would be mostly on National Forest but would also pass through two private parcels. Easements would need to be acquired to cross the private land. The total length of this trail would be 6.58 miles, and would provide opportunities for walking, jogging and nature observation.

Shoulder Bikeways

6. Camp Polk Loop to Redmond Highway — A shoulder bikeway along the existing road would provide access from the Redmond Highway into Sisters. A 5-foot-wide paved shoulder would be needed. This trail would provide safer access into town from Panoramic View Estates. Distance is 3.51 miles.

7. Cloverdale Road — Cloverdale Road runs north/south connecting Highway 126 at Cloverdale with Highway 20 at Plainview. The trail would be a shoulder bikeway 5 feet wide. Total length is 3.51 miles. There may be room for a horse trail.

8. Indian Ford Road — This would form a loop with Highway 20 and Camp Polk Road, which provides a recreational ride from Sisters. The east portion of the road also connects to part of Indian Ford subdivision. A shoulder bikeway of 5 feet is recommended. Distance is 6.17 miles.

A Trail Term Primer

Bike Lane - A portion of a roadway which has been designated by striping and pavement markings for the preferential or exclusive use of bicyclists. State standards for bike lanes are a minimum of 6 feet wide.

Designated Trail - Any path or portion of a roadway that is marked with signs for direction, mileage and reassurance, and is regularly maintained for use.

Easement - A right, as a right of way, afforded a person to make limited use of another's real property.

Right-of-Way - A general term denoting publicly owned land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

Multi-Use Path - A path physically separated from motor vehicle traffic by an open space or barrier and either within a highway right-of-way or within an independent right-of-way, used by bicyclists, pedestrians, joggers, skaters, equestrians and other non-motorized travelers. State standards for a multi-use path are a minimum of 10 feet wide.

Right-of-Way - The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Shared Roadway - A type of bikeway where bicyclists and motor vehicles share a travel lane. There are no State standards for most shared roadways; they are simply the road as constructed. They function well on low volume rural roads.

Shoulder Bikeway - A type of bikeway where bicyclists travel on a paved shoulder. State standards for width vary based on the amount of traffic on the road. For rural collectors, which are common to this project, it is a minimum of 5 feet.

9. Three Creek Road — This is a county road going due south from Sisters and provides access to the National Forest. A shoulder bikeway of 5 feet is recommended, just beyond the top of Weir Grade. This provides a loop back on existing bike trails. Distance is 4.15 miles.

10. Highway 20, Sisters to Indian Ford — The shoulder of Highway 20 is one-half of a popular bicycle route to Indian Ford Road. The route also serves the Tollgate subdivision. It is currently a shoulder bikeway, 4 feet wide. Challenges include the large amount of traffic and safety. Length is 5.50 miles

11. Highway 20, Sisters to Jordan Road — This shoulder bikeway would link Sisters to Jordan Road. Due to the high traffic volume, it should be 4 feet wide. The amount of traffic would make safety a challenge. Length is 1.39 miles. A safer alternate route might be through private property, if access can be obtained.

12. Gist Road – Plainview Road — Located in the Plainview area, it is a link to Cascade Estates Drive. It would be a horse path with a shoulder bikeway. Widths would be 5 feet for the bike/pedestrian portion and 3 feet for the horse trail. Length is 3.84 miles.

13. Highway 126 – Holmes Road — This shoulder bikeway would link the city paths and sidewalks and Camp Polk Road to Holmes Road. Due to the amount of traffic, it should be 5 feet wide. Length is 4.54 miles.

14. McKenzie Highway 242 — This shoulder bikeway would provide recreational access from Sisters west into the National Forest. The road also passes by Crossroads subdivision. The shoulder bikeway should be 5 feet wide. Distance to the base of the Cascade Mountains is 6.28 miles.

Shared Roadways – Paved/Gravel/Cinder/Dirt Roads

15. Cascade Estates Drive — This gravel road accesses some subdivisions and small farms between Redmond Highway and Bend Highway, as well as providing another east–west connector. The connection would be from Plainview to Fryrear Road and the Dry Canyon trail. Uses would be bikes, pedestrians and horses. Since the road is gravel, users could share the roadway, with a horse path in the shoulder or a shoulder pathway, by widening the road. Challenges would be establishing the trail and surface since the road is currently gravel. This is a county road, but not maintained. Length is 2.16 miles.

16. Brooks-Scanlon Mainline Road to Peterson Ridge Road — The Mainline Road is a former railroad grade, now a gravel road. It would provide access to the southeast subdivisions near Plainview. This route is located on National Forest. Two challenges would be how to define the trail and safety from vehicle use. Without some form of trail construction it would be a shared roadway. The trail would serve bicyclists, pedestrians and equestrians. Alternate routes along the Mainline Road might be discovered such as irrigation pipeline right-of-ways and parallel dirt roads. The distance is 3.28 miles.

17. Harrington Loop – Plainview — This would be a shared roadway with a horse trail along the existing county road. It would tie the Mainline Road into the county roads and the southeast subdivisions near Plainview. Plainview Road also ties into Highway 20 and Cascade Estates Drive. Distance is 1.94 miles, with a bike lane of 5 feet wide and horse trail of 3 feet.

18. Jordan Road — This county road provides a little-used east/west corridor between Highway 126 and Highway 20. The trail allows safe, off highway access from a couple of miles east of Sisters to the Bureau of Land Management (BLM) lands of Dry Canyon. Total distance is 4.8 miles from the Lazy Z Ranch east to the BLM trailhead on Dry Canyon at Fryrear Road. The trail would be a shared roadway and would serve bikes, pedestrians and horses. Trail width would be 4 feet for bikes and 3 feet for horses. Issues include a connection on the west end at Highway 20, near the Lazy Z Ranch. The road also intersects a paved road, Cloverdale Road and George Cyrus Road, and runs along the paved road for a short distance before becoming a dirt road. This would pose challenges for horse use. There are also several gates under permit to Deschutes County, but a turnstile could be installed to allow bike/horse passage.

19. Tollgate – Crossroads — This trail would use existing Forest Service roads to connect Tollgate subdivision with Crossroads subdivision. Distance would be about 0.86 miles. The trail would be a shared roadway approximately 10 feet wide. Surface would be native dirt and gravel.

20. Holmes Road — This is a paved county road that is located in the northeast corner of the school district. Most of the road is too far from Sisters to serve as a heavily used commuting route, but it does provide a recreational bike route that connects to Terrebonne, and on to the east to Prineville. The trail would be a shared roadway 3 feet wide. There are 2 phases: To the 6 mile radius would be 2.05 miles, and to the School District boundary is 4.8 miles.

21. Tollgate – Black Butte Ranch (Mainline Road) — This is a continuation of the Brooks-Scanlon Mainline Road from Tollgate subdivision to the east entrance of Black Butte Ranch. This would be a shared roadway, 10 feet wide, of native material and gravel surface for 3.81 miles. A challenge would be how to prepare the surface so it is better suited for bikes and horses.

22. Metolius-Windigo-Indian Ford Connector — This is a 0.83-mile connector from Indian Ford Road at Indian Ford Campground to the Metolius-Windigo Trail. This connection will create a loop that is north and south of Highway 20 without using the Highway. To the south, a trail user could either take the Metolius-Windigo Trail or the Mainline Road. This would be a shared road, with native surface about 10 feet wide.

23. Mainline to Metolius-Windigo Connector — This trail would be a connection route between the Metolius-Windigo Trail and the Brooks/Mainline Road near Plainview. The route would use mostly existing Forest Service roads and be a shared roadway. These roads are mostly cinder or dirt. Some trail construction might be required. The route would also cross Squaw Creek and would require a bridge or ford.

24. Mainline Road - Three Creek-McKenzie Highway — This is the section of the Brooks-Scanlon Mainline Road, starting at Three Creek Road, going west across Squaw Creek, along Edgington Road to the McKenzie Highway, near the High School and Crossroads subdivision. The route would be a shared gravel/dirt road, 10 feet wide and 3.16 miles long.

25. Mainline South — This section of the Brooks-Scanlon Mainline Road would continue from Peterson Ridge Road, south toward Bend for 6.34 miles to the Sisters School District boundary. Eventually the Mainline Road could connect from Sisters to Bend at Shevlin Park, a distance of 20 miles.

Note: The Mainline Road is currently surfaced with large size gravel, which isn't very user friendly for bikes, joggers or horses. However, it does provide a corridor from Black Butte Ranch, via Sisters, to Bend. To fully utilize this road would require either a new surface, or paving a bike path alongside. Other options might include utilizing adjacent dirt roads, with the Mainline Road as a connector between these roads.



26. Five Pine – Sisters Mountain Bike Trail Connector — This is a shared roadway on a Forest Service road that ties the Five Pine path to the Sisters Mountain Bike Trail. This creates a loop and connector to other trails. The road is dirt, and the length is 0.57 miles.

27. Crossroads/Metolius-Windigo Connector — This is another short connector that ties Crossroads subdivision to the Metolius-Windigo Trail on existing Forest Service dirt roads. It is a shared roadway and would be 0.32 miles in length.

28. Sisters School Campus/Crossroads Loop —

This trail serves as a recreational trail for the school campus as well as a different commuter route for Crossroads and Edgington Road. It is a shared roadway on existing Forest Service roads. Length is 3.21 miles.

29. Indian Ford Road – Sisters Tie Trail

Connector — This is a short connector from Indian Ford Road, along Squawback Road and existing Forest Service roads, to the Sisters Tie Trail. It creates a loop using the Sisters Tie Trail and Indian Ford Road. Length is 0.68 miles. This would also make a good spot for a trailhead for horseback and bike use to the north of Indian Ford Road.

30. Sisemore Road — This is a county road located in the southeast corner of the school district just south of Plainview Road. By paving the road, it would provide a connector to paved roads in the Tumalo area and a recreational bike route to Bend. Bicyclists preferred this route over the Mainline Road for a connector to Bend by bike. The length from the Plainview road to the school district boundary is 3.45 miles. The trail would be a shared roadway. It could be utilized by horses by providing a path along the road right-of-way.

31. Squaw Creek – Metolius Windigo Connector

— This trail would provide a southwest route from the Squaw Creek Bridge on the Mainline Road to the Metolius-Windigo Trail. The trail would utilize existing dirt roads and would be on National Forest. This would designate a recreational loop that is already being used by some mountain bikers. The trail segment is 4.16 miles long and would be a shared roadway.

Trail Etiquette

Many of the Sisters Community Trails are designed for multiple users. For that reason it is important for users to understand trail etiquette and who has the right-of-way when a horse meets a bike.

- ✓ Multiple-use trails must be shared. Cyclists yield to all others, and hikers/pedestrians yield to equestrians.
- ✓ Stay on the trails, and always respect private property.
- ✓ Please don't litter. Pack out what you pack in.
- ✓ Pets must be in your control at all times. Carry out pet waste.
- ✓ Protect our natural surroundings. Enjoy plants and animals without disturbing them.
- ✓ Know and respect the laws that apply to public roads. Use extra caution in these areas!
- ✓ If you are biking, wear a helmet. (It is required by law in Oregon for people 16 years old and younger). Stay to the right, and alert others if you are going to pass.
- ✓ Always dismount from your bike when crossing the road.
- ✓ Animals encountered on the trail may act in unexpected ways. If you are unsure about approaching someone with a horse or dog, ask the handler for guidance.
- ✓ When hiking/jogging with a dog, obey posted leash regulations. Keep a short leash on your dog when passing (or being passed by) horses, cyclists or other pedestrians.

32. Cold-Springs Cutoff — This is a Forest Service road that connects Highway 20 to Highway 242. At this time the road is gravel, but it may be paved in the future. This would be needed to make it a more usable route for bicycles. It also connects to the Mainline Road between Black Butte Ranch and Tollgate. It is 2.90 miles in length and would provide a recreational loop between other trail routes.

33. Sisters Mountain Bike Trail — This is a popular single track and dirt road mountain bike trail starting at Buck Run subdivision near the Three Creeks Road and going for 9.2 miles. The trail consists of an out-and-back route to Peterson Ridge and a shorter loop around Eagle Rock. The trail crosses the Mainline Road. The trail would provide a connection loop to the Five Pine Fitness Center Trail, the Three Creek Road shoulder bikeway and the Brooks-Scanlon Mainline Road. The trail is not open to horses.

34. Sisters Tie Trail — This trail starts just north of Sisters on Pine Street and goes for 6.6 miles to Indian Ford Campground. It uses existing dirt roads and is open to hikers, bikes and horses. It would provide a short loop to Indian Ford Road, and a longer loop by connector trails to the Metolius-Windigo Trail or Mainline Road near Indian Ford Campground.

35. Metolius-Windigo Trail — This trail is a portion of the longer trail that starts at Windigo Pass near Mt. Thielson and terminates in the Metolius Basin. It is used mostly by horses, but is open to bicyclists and hikers. It provides a 12.5 mile trail within the school district boundary. The trail also passes through several horse camps that provide stalls and water for horses.

36. Lazy Z Ranch Trails — These trails were designated by the Forest Service for Lazy Z Ranch's commercial horse guide operation. They are open to the public and are open to bikes and horses. There are 7.6 miles of trails, including a shorter loop and a longer loop. The trails also receive horse use from the Plainview area. The trails are still being signed.

Horse Trails

Several of the above trails are also horse trails. For multi-use paths, bike paths, and shoulder bikeways, this would be a separate single-track dirt trail alongside the surfaced trail or road shoulder.

For shared roadways, if the road is not surfaced, the horse trail would utilize the road, and share with other users. Locations of the horse trails are indicated on the trail map (Appendix B). Some of the locations would require additional examination to determine if the road right-of-way is wide enough. Horse trails are designed to link the city of Sisters to outlying trails and National Forest trails.

Trails to Wellness

THE SISTERS COMMUNITY TRAILS will not only connect us to our neighborhoods, schools, town center and the forest, but to a healthy lifestyle as well. Think of trails as “exercise machines” that will lead you to the places you want to go. Pick your mode of transportation — walk, run, bike, hike — and by the time you reach your destination, you’ll be in better shape than when you left. Guaranteed!

Health in America

Americans don’t exercise enough, and it’s beginning to show around our waistlines. For example, 31 percent of Americans 20 years and older are obese. That’s about 59 million people. Another 108 million are overweight. In 1994, only 23 percent of people in that age range were too heavy. Among adult women, 33 percent are obese while among men it’s 28 percent.

The numbers for kids are even more alarming. Of children between two and five, 10 percent are overweight. That’s a seven percent increase in the past eight years. On top of that, the percentage of unpleasingly plump Americans from 12 to 19 years old has nearly tripled in the past 20 years.

How did this happen? Blame Americans’ sedentary lifestyle, including our reliance on motor vehicles for just about everything we do and everywhere we go. Even kids are walking less. You might say that fast cars lead to fast food, and that leads to slow people.

The High Cost of Slow Living

So what’s the cost of this slothful lifestyle? For starters, its 12.6 million cases of coronary heart disease, 1.1 million heart attacks annually and 17 million cases of diabetes — 90 percent of which are associated with obesity and lack of exercise. Once mainly an adult condition, the growing occurrence of diabetes in overweight children is an increasing concern.

A Workout for Everyone

Regular exercise works wonders. It’s a key factor for anyone trying to lose weight, helps control high blood pressure, reduces the odds of developing Type 2 diabetes as well as some forms of cancer, and cuts your odds for a heart attack or stroke to boot. It can even fight cases of mild depression and anxiety.

The beauty of trails for exercise is that they are always there for you to use at your own pace and ability level, regardless of your age or current physical condition. Go fast or go slow, just go regularly!

The Official Sisters Community Trails Workout

Regularity is the key when planning an exercise regime, although the more vigorous your workout the longer the time between sessions can be to receive the same fitness benefit.

As a rule of thumb, moderate exercise such as a fast walk for 30 minutes five times a week, or more vigorous activity, running or cross-country skiing, for example, for 20 minutes three days a week will give you an excellent workout.

If you’re not yet ready for that, just walking two or three leisurely miles each day can significantly cut your risk of a heart attack.

Nuts & Bolts

THE SISTERS AREA TRAIL SYSTEM IS INTENDED TO BE AN ALL-VOLUNTEER EFFORT. To that end, Trails Committee members, along with sponsors and supporters, will work with government agencies, businesses, service organizations, private citizens and others to make this a truly community-based endeavor, including putting into place all the stages of trail planning, construction, ongoing maintenance and other tasks and responsibilities required for a safe, useful, high-quality community trails system.

Trails Management and Oversight

The Trails Committee has been overseeing the planning stages of the Sisters Community Trails and will work to put the initial trails in place. But as the Sisters Community Trails network grows, a formal and organized structure will likely be required for its management, maintenance and expansion.

There are a number of ways this might be accomplished. One option is to create a non-profit Sisters Trails Association that would develop a membership, raise funds and perhaps eventually have a paid staff. Turning over trail oversight to an established entity, such as a parks and recreation department or district is another possibility.

The Trails Committee is currently researching the best strategy for managing the Sisters Community Trails.



Funding

Funding is critical to the success of the Sisters Community Trails. It is the specific goal of the Trails Community to secure trail funds through means other than local taxes or fees. There are a variety of funding sources available for projects of this type at the local, state and federal levels, as well as from private foundations and other grant-making organizations. Grant programs that focus on community development and transportation infrastructure, and health and fitness, will be of particular value. Local businesses and organizations will also be approached to contribute to the effort, either with funds or in-kind labor and materials.

Other fundraising possibilities include special events, “buy-a-brick” type fundraising drives and trail “sponsorships,” perhaps with donors allowed to name the trail to which they are contributing funds.

Because the trail system will be developed in stages over a period of years, grants will be sought on an as-needed basis in amounts appropriate to complete specific phases of the trails system.

Trail Design and Construction

Professionally designed and constructed trails are essential to the Trails Committee's goal of developing a first class trail system for the Sisters community.

Options for designing and constructing trails include soliciting professional engineers, designers and excavation and construction companies to contribute their services as a donation or to secure grants to pay for these services. Volunteers from local communities and businesses could also be recruited to assist in trail construction. Soliciting donations of fill, surface material and other materials needed for trail construction will help lower costs.

Trail Maintenance

Light, regular trail maintenance will ideally be performed by community volunteers. Trail construction professionals may be asked to train volunteers in trail maintenance methods. Heavier maintenance needs or trail repairs may require the services of a professional construction or excavation company on a donation or for-hire basis.

Kiosks and Trailheads

Four large timber trail kiosks were constructed in early 2002 by volunteers, with generous donations of

The Stuff of Trails

There are many different types of non-motorized trails intended for different kinds of uses, whether it's for walking, bicycling, running, horseback riding or cross-country skiing.

Trail width and surface type are two important considerations when planning trail construction.

Asphalt, gravel, wood chips and dirt are examples of typical surfaces trail builders have to choose from.

When trails will be used for a variety of modes of travel, compromise is often necessary. For example, paved trails are great for bikes, but not much appreciated by equestrians. Dirt surfaces are fine for horses and backpackers, but can be a bit messy for the casual stroller after a rainstorm.

Trail width is another consideration. Will traffic be one-way or two-way? How much traffic is expected? A single file walking path can be three feet wide, while a heavily used two-way trail should be eight feet. A single file horse trail should be at least four feet wide.

A careful analysis of all these factors will determine the best design and materials for each trail within the Sisters Community Trails network.

funds, materials and expertise from several local businesses and organizations. The kiosks feature interpretive text, artwork and a trail map that will be updated as new trails are added to the network.

The purpose of these kiosks is to let residents and visitors know about the trail system and where the trails are located. The kiosks will be permanently located at Village Green Park, the Sisters High School campus, Sisters Elementary School and at Five Pine Campus/Sisters Athletic Club. They are scheduled to be installed in 2003.

Future possibilities include smaller kiosks at other trailheads and key locations along the Sisters Community Trails.

Liability Issues

Liability issues on trails that cross lands under public jurisdiction will fall under the same laws and statutes currently in effect for public sidewalks, trails, bikepaths and other public rights-of-ways.

Owners of private lands who allow members of the public to recreate on their properties are protected from liability by state law. As such, property owners are not held responsible for personal injury, death or property damage suffered by people recreating on their lands as long as they do not charge a fee for such use.

The law pursuant to the above is Oregon Revised Statute 105.672-699: Public Use of Lands. The statute states in part, *"The Legislative Assembly hereby declares it is the public policy of the State of Oregon to encourage owners of land to make their land available to the public for recreational purposes, for woodcutting and for the harvest of special forest products by limiting their liability"*

Trail Perks

The concept of trails is simple and straightforward — paths through the woods to a quiet place or skirting fields and houses on the way to school or town. That simplicity is their appeal.

But who would begrudge us an indulgence or two, something to add to the richness of traveling the Sisters Community Trails?

We've got some ideas to get you thinking about ways to make our trail system not just functional, but joyful to use.

Trailhead Kiosks

Kiosks at trailheads would welcome visitors and provide such information as maps, trail guides and mileages.

Benches

Rustic benches at trailheads, or at intervals along trails, would offer places to rest and ponder.

Bicycle Racks

Bike racks can keep your bike out of the Central Oregon dust and free you to walk around.

Hitching Posts

Who wants to spend the day chasing their horse. Hitching posts will keep your animals in one place.

Water

Splash your face, fill your water bottle or water your horse from a fountain or faucet at the trailhead.

Signs

Trail signs posted along trail routes will tell you where you are, which way you need to go to get to your destination, and show how far it is.

Maps and Guides

Maps will show you where the trails are. Brochures will tell you what there is to see along the way.

Works of Art

Sculptures and other appropriate works of art will make traveling the Sisters Community Trails a more enjoyable and enlightening experience.

ity toward persons entering thereon for such purposes and by protecting their interests in their land from the extinguishment of any such interests or the acquisition by the public of any right to use or continue the use of such land for recreational purposes, woodcutting or the harvest of special forest products.”

Safety, Law Enforcement and Emergencies

The Trails Committee will work with local law enforcement officials, Sisters School District personnel and officials from the City of Sisters and Deschutes County to develop a regular program of safety, emergency response and law enforcement throughout the Sisters Community Trails network.

Public Outreach

Ongoing support and participation by the citizens of Sisters and the surrounding area is critical to the success and vitality of the Sisters Community Trails.

To keep the public fully involved, the official Sisters Community Trails newsletter, *The Trailhead*, will be published regularly and will include current trail news, meeting notices and invitations to special events, schedules of trail work projects and other trails related information. News releases will also be issued to the media to keep the public further informed of Trails Committee activities.

In addition, public meetings and other events and activities will be held to provide local citizens with more information about the trails network, as well as to present them with opportunities to participate in its development and maintenance.

Future Opportunities

The Sisters Community Trails will offer many opportunities to involve residents and visitors in cultural and educational activities. There are many possibilities. Some include: running, walking and bicycling events designed to promote health education and healthy lifestyles; guided educational walks to observe and study area wildlife, plants and ecosystem functions; the opportunity to obtain art objects for placement along trails either through commissions or contests; community events using the trail system as a venue; and using the trail system to access the surrounding national forest for wilderness camping skills classes

The Trails Committee welcomes your ideas and needs your help in making the Sisters Community Trails a vital part of our community. To pitch in for trails, contact: Sisters Community Trails Committee, Community Action Team of Sisters, P.O.Box 1927, Sisters, OR 97759, (541) 549-2287.

Appendices

A. List of Trails

B. Maps

C. Plans & Schematics

D. Kiosk Text and Art

E. Trail Survey

F. Newspaper Articles & Press Releases

G. Newsletters, Brochures & Flyers

A

**List
of
Trails**

Proposed Sisters Community Trails List

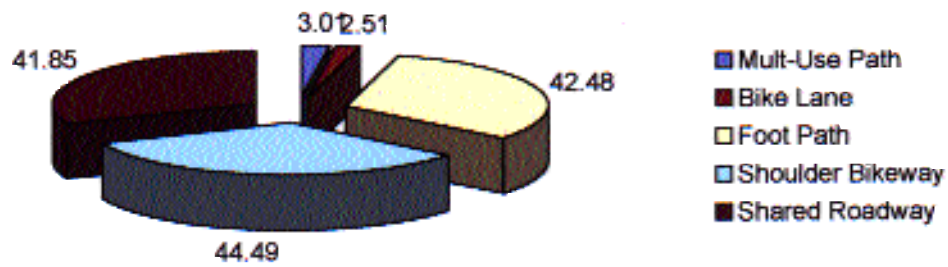
Trail Name	Phases	Over/Off Road	Trail Type	Length Miles	Width	ROW Width	Surface	Priority
1 Tollgate High School		On	Multi-Use Path	0.78	10 feet	15 feet	Paved/Gravel	1
2 Crossroads - High School		On	Multi-Use Path	1.80	10 feet	10 feet	Compact Gravel	1
3 Five Pine Trail		On	Multi-Use Path	0.80	10 feet	10 feet	Paved/Gravel	3
4 Camp Pelt - Wolf Road	Phase 1 (2 miles) Phase 2 (4 miles)	On	Single Lane Shoulder Bikeway	2.81 3.80	8 feet 8 feet	Same as Road	Paved	1 7
5 Squaker Creek Foot Trail		On	Footpaths	8.40	5 feet	14 feet	Native Material	6
6 Camp Pelt Loop to Richmond Hwy		On	Shoulder Bikeway Shoulder Path	3.51	5-1 feet	Same as Road	Paved	6
7 Cloverdale Road		On	Shoulder Bikeway Shoulder Path	2.91	5 feet	Same as Road	Paved/Gravel	5
8 Indian Ford Road		On	Shoulder Bikeway Shoulder Path	4.17	5 feet	Same as Road	Paved w/Gravel	4
9 Three-Creek Road		On	Shoulder Bikeway Shoulder Path	4.18	8-12 feet	Same as Road	Paved w/Gravel	5
10 Hwy 20 Blitters - Indian Ford		On	Shoulder Bikeway Shoulder Path	4.00	5 feet	Same as Road	Paved	6
11 Hwy 20 Sisters - Jordan Road		On	Shoulder Bikeway Shoulder Path	1.06	5 feet	Same as Road	Paved	3
12 Glis Rd - Plumview Road		On	Shoulder Bikeway Shoulder Path	2.84	5-12 feet	Same as Road	Paved w/Gravel	6
13 Hwy 126 - Holmes Road		On	Shoulder Bikeway Shoulder Path	4.64	5 feet	Same as Road	Paved	7
14 McKenzie Highway 242		On	Shoulder Bikeway Shoulder Path	0.28	5 feet	Same as Road	Paved	4
15 Cascade Estates Drive		On	Shoulder Bikeway Shoulder Path	2.16	5-12 feet	Same as Road	Compact Gravel	8
16 Mainline Rd - Peterson Ridge Road		On	Shoulder Bikeway Shoulder Path	2.20	5-12 feet	Same as Road	Compact Gravel	4
17 Harrington Loop - Phenixview		On	Shoulder Bikeway Shoulder Path	1.06	3-12 feet	Same as Road	Paved w/Gravel	4
18 Jordan Road	Phase 1 (2 miles) Phase 2 (2.5 miles)	On	Shoulder Bikeway Shoulder Path	2.42 2.40	3-12 feet	Same as Road	Gravel/Gravel	1 7
19 Tollgate-Crossroads		On	Shoulder Bikeway Shoulder Path	0.66	3-12 feet	Same as Road	Compact Gravel	2
20 Holmes Road	Phase 1 (1.5 miles) Phase 2 (2.5 miles)	On	Shoulder Bikeway Shoulder Path	2.00 4.3	5 feet	Same as Road	Paved w/Gravel	7
21 Tollgate - Black Butte Ranch (Mainline)		On	Shoulder Bikeway Shoulder Path	3.00	3-12 feet	Same as Road	Gravel/Gravel	2

	Trail Name	Phases	On/Off	Trail Type		Length	Width	ROW Width	Surface	Priority
				Shared Roadway	Blackedhorse					
22	Maplewood-Windigo Indian Ford Connector		On			0.85	3-2 feet	Same as Road	Gravel/Native	5
23	Mainline to Maplewood-Windigo Connector		On/Off			2.27	3-2 feet	Same as Road	Native Material	4
24	Mainline RD - 3 Crk-McKenzie Hwy		On			3.15	3-2 feet	Same as Road	Gravel/Native	7
25	Mainline South		On			8.34	3-2 feet	Same as Road	Gravel/Native	5
26	3 Phs-Elmore Bike Trail Connector		On			0.17	3	Same as Road	Native Material	2
27	Crossroads/Hwy Windigo Connector		On			0.22	3-2 feet	Same as Road	Native Material	5
28	Eastern School Campus/Crossroads Loop		On			4.86	3 - 2 feet	Same as Road	Native Material	7
29	Indian Ford - Elmore Tie Trail Connector		On			5.89	3-2 feet	Same as Road	Gravel/Native	4
30	Bismore Road		On			1.45	3-2 feet	Same as Road	Paved w/ Asphalt	4
31	Bismore Creek-Maplewood-Windigo Connector		On			4.18	3-2 feet	Same as Road	Native Material	2
32	Cold Springs Culvert		On			2.9	3-2 feet	Same as Road	Paved w/ Asphalt	5
33	Elmore Mountain Bike Trail		On			9.2	3 feet		Native	2
34	Elmore Tie Trail		On			5.9	3 feet		Native	5
35	Maplewood-Windigo Trail		On			12.4	3 feet		Native	5
36	Lazy Z Ranch Trails		On			7.9	3 feet		Native	5

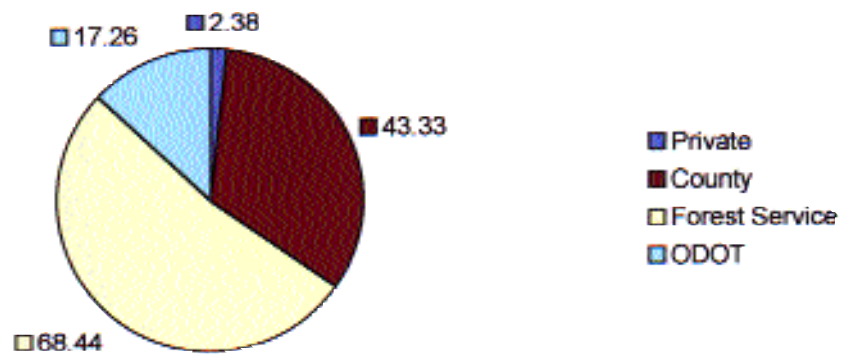
Total Miles

143.5

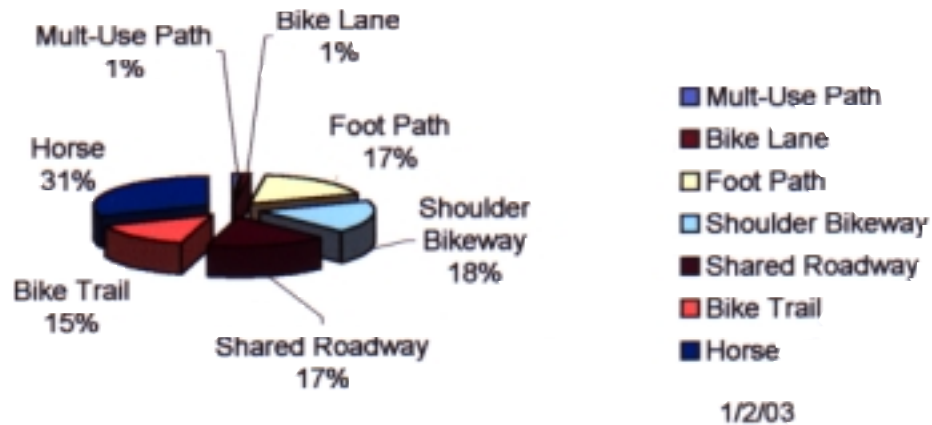
Trail Type by Miles



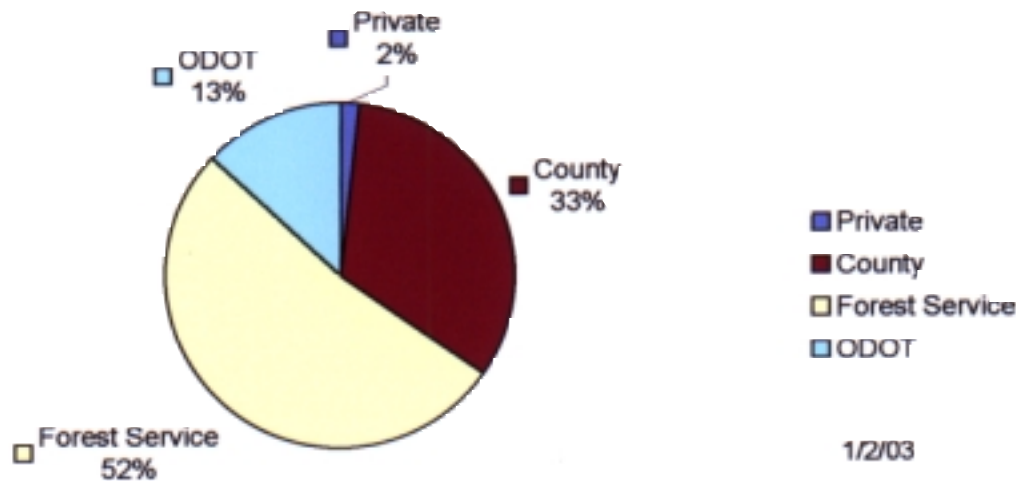
Trail Type by Ownership



Trail Type by Miles



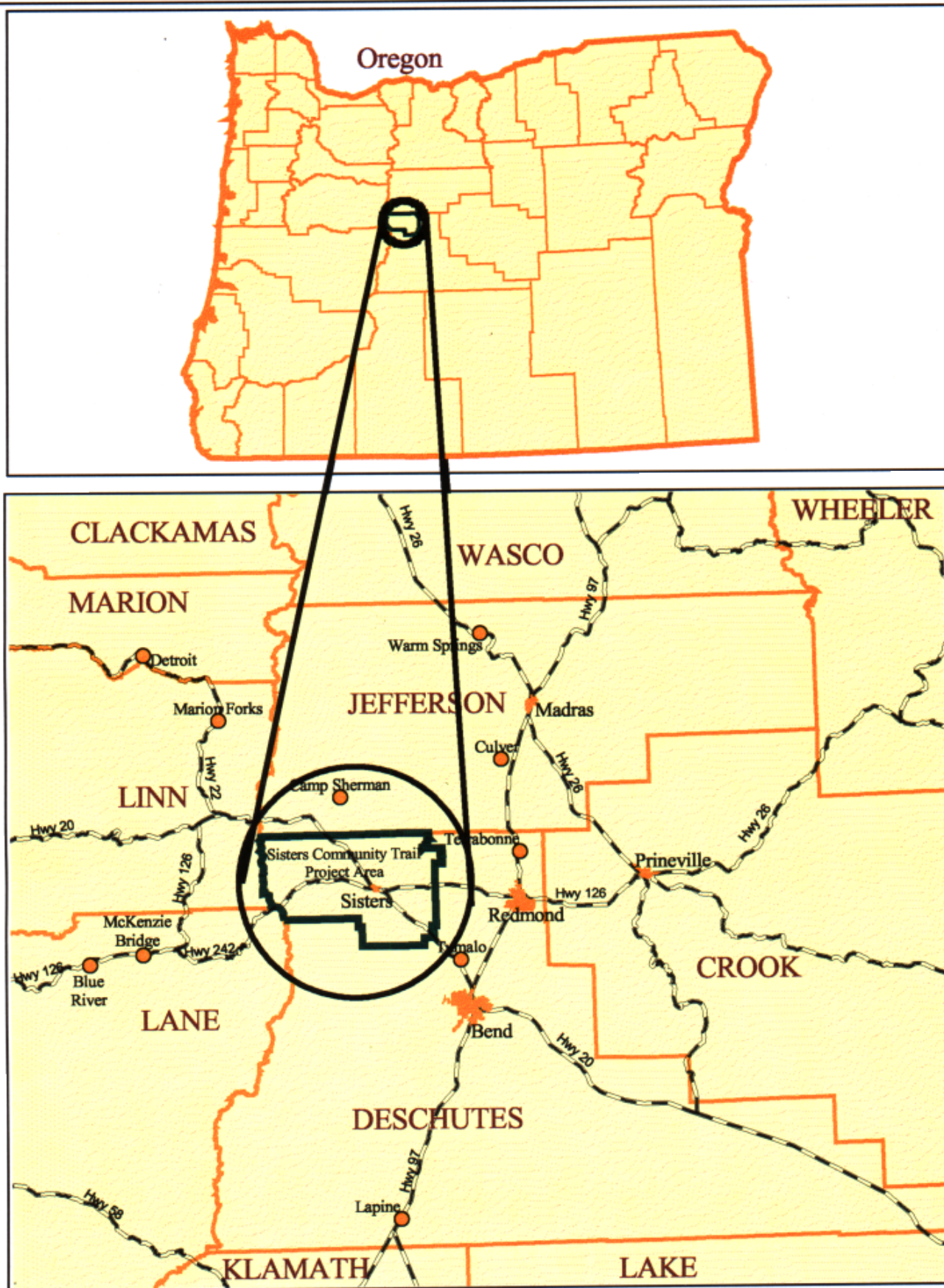
Trail Type by Ownership

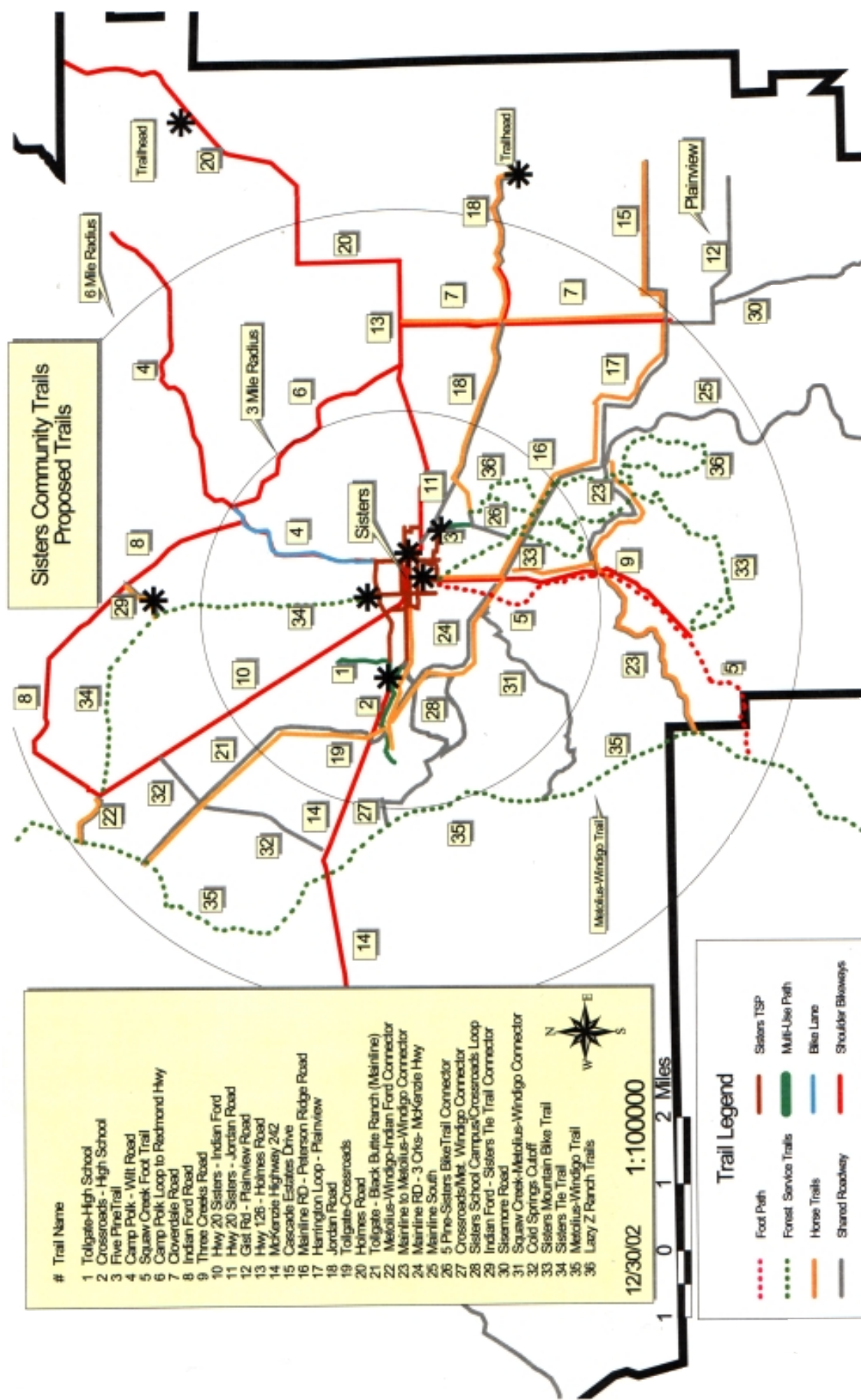


B

Maps

Sisters Community Trails Vicinity Map

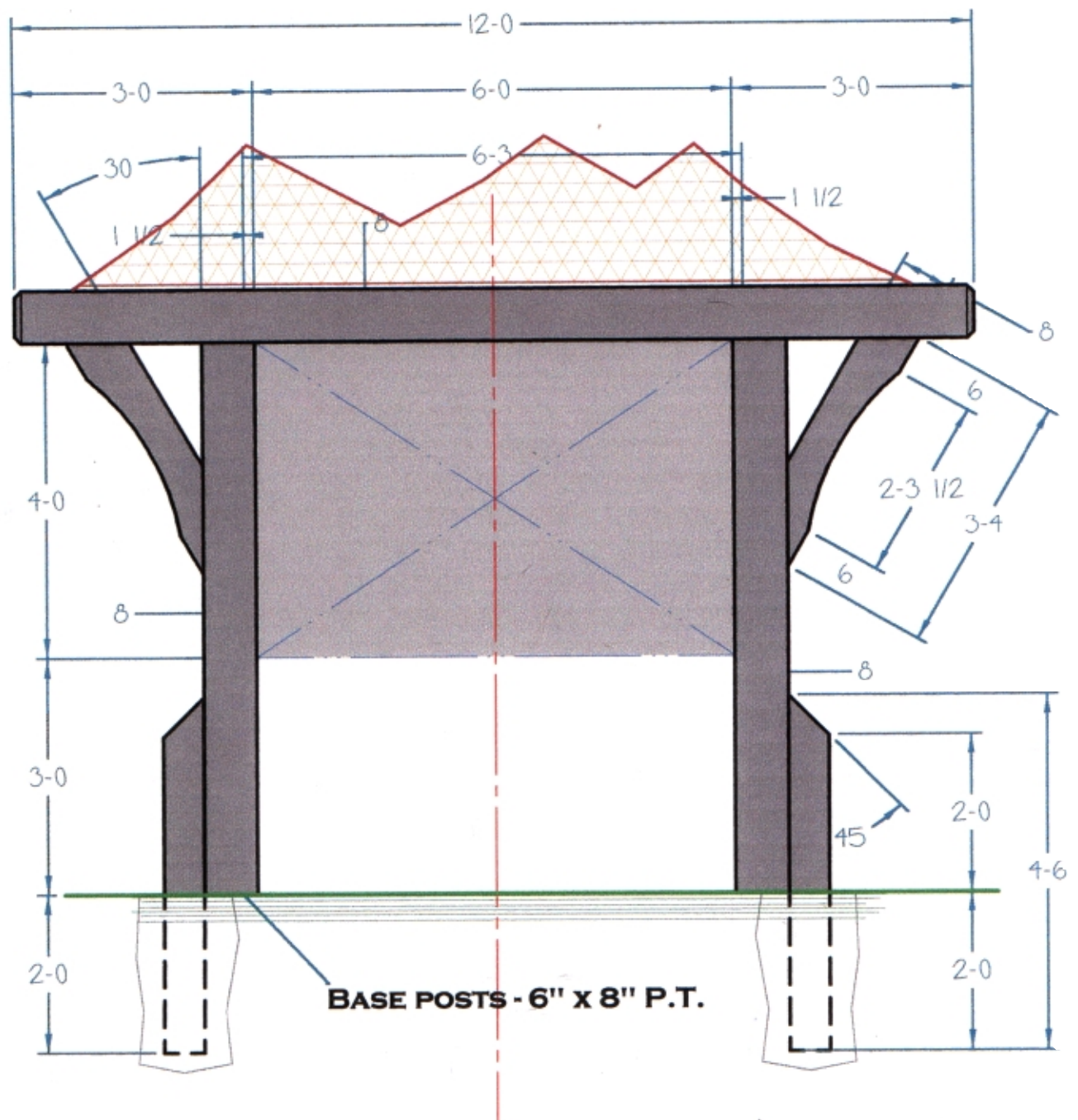




C

Plans & Schematics

NOTE: TIMBERS TO BE MINIMUM 8" X 8" ROUGH SAWN FIR.

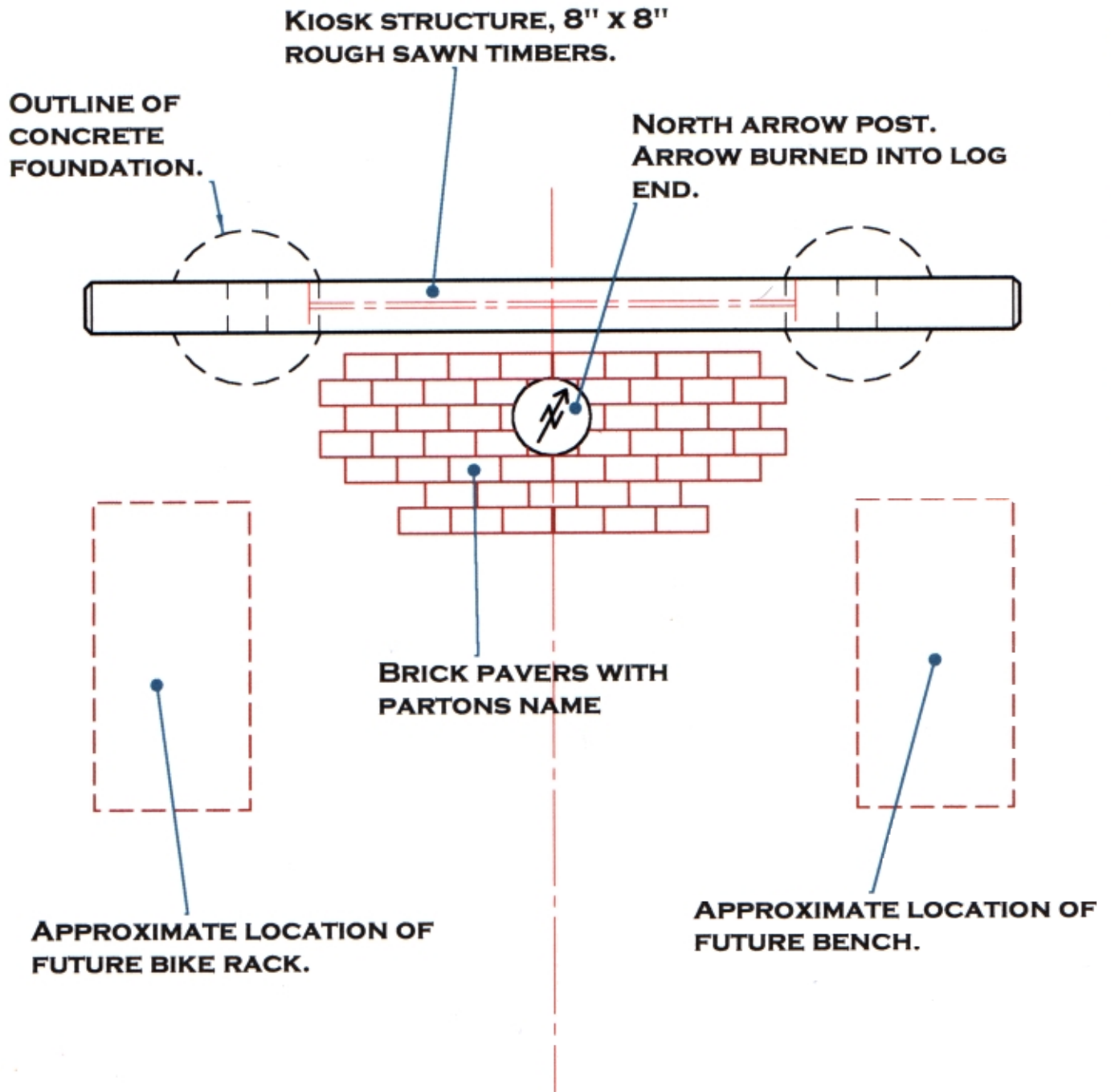


6' X 4' SIGN FACE OPTION

KIOSK DESIGN 8 X 8

SCALE 1/2" = 1' - 0"

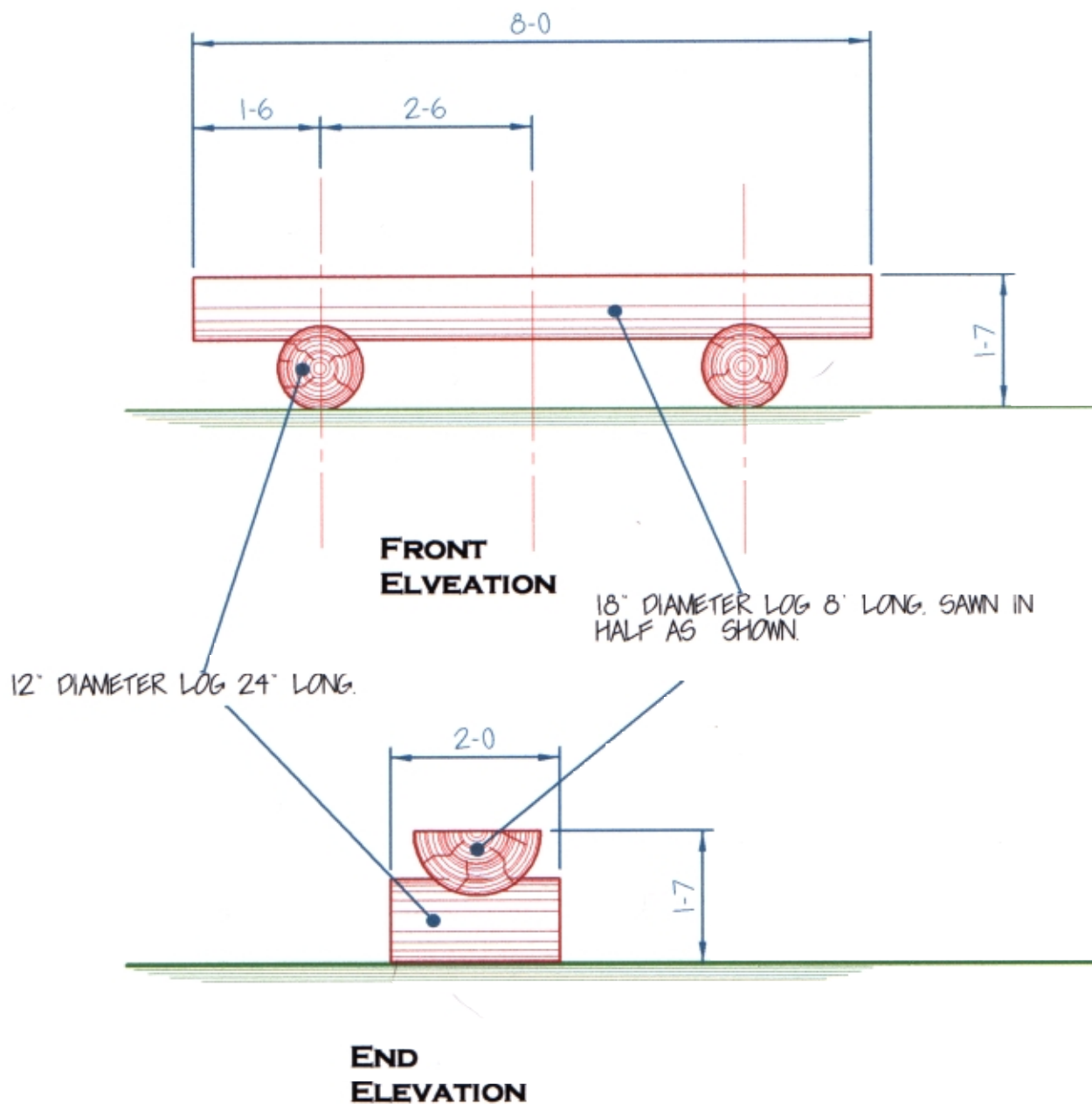
SISTERS AREA TRAILS
CONNECTING COMMUNITIES



PLAN VIEW
KIOSK DESIGN 8 X 8
SCALE 1/2" = 1' - 0"

SISTERS AREA TRAILS

CONNECTING COMMUNITIES



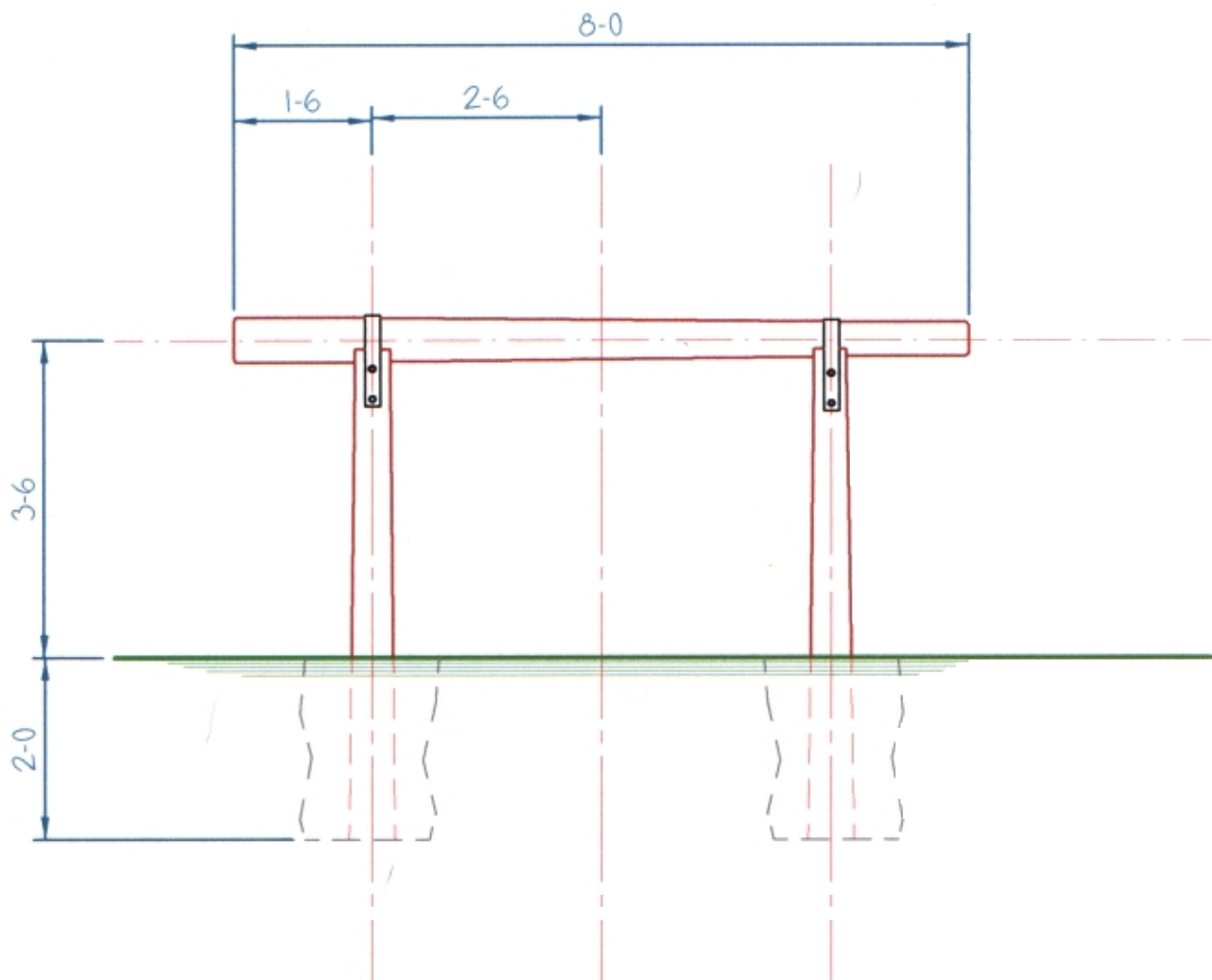
NOTES:

BENCH TO BE CONSTRUCTED USING 18" DIAMETER LOG SAWN IN HALF, 8' LONG, RESTING ON 2 LOGS 24" LONG AND 12" DIAMETER

LOG BENCH SKETCH

NOT TO SCALE

SISTERS AREA TRAILS
CONNECTING COMMUNITIES



NOTES:

HITCHING RAIL TO BE CONSTRUCTED USING 4" TO 6" DIAMETER PRESSURE WASHED JUNIPER LOGS. SET IN CONCRETE.

**HITCHING RAIL SKETCH
W/ STEEL STRAP**

NOT TO SCALE

SISTERS AREA TRAILS
CONNECTING COMMUNITIES

D

**Kiosk Text
and Art**

WELCOME TO
SISTERS AREA TRAILS
"Connecting Communities at Nature's Gate"

The origin of the Western Trail System is historic — perhaps prehistoric. Today, as we follow the paths of the pioneers, who followed the paths of the natives, who followed the paths of the animals, we make a connection to our past. We see animals of a world for reasons of both motivated vehicles.

Some of our trails are bike pathways located alongside roads to connect you from home to town, or to more distant trails and destinations. Other trails are for equestrians, and many of our trails are for several of these uses combined.

Sisters Thanks Committee



Stickers Trails were designed for hiking, cycling, strolling, running, and riding horses. Please be considerate of other people using the trail and follow the common guidelines listed below.

- You can help make the Sisters Trails System better by donating to our gift program or by donating a little time to help keep them clean and safe.



conclusion

E

Trail Survey

Community Trail Survey

The Sisters Community Action Team is planning a community trails system that will connect subdivisions in the Sisters School District to the town of Sisters and School Campuses with safe, non-motorized trails for walking, jogging, bicycling and horseback riding. The trail system would serve as a community transportation system, as well as provide connections from the community to recreation activities in the adjacent National Forest. The Sisters Trail System is voluntary project. It will have no direct cost to taxpayers. This survey is to help the Trails Committee understand what kind of trail system you—the residents of the Sisters Community—would like to have.

1. How should a community trail system in Sisters be used? Please rate each of the activities below with a 1, 2, or 3:

1. I would use the trail for this activity.
2. I think this activity should be accommodated, but I would not use the trail in this way.
3. I don't think this is an appropriate activity for the trail.

<input type="checkbox"/> Commuting to work/school	<input type="checkbox"/> Bicycling	<input type="checkbox"/> Cross Country Skiing
<input type="checkbox"/> Horseback riding	<input type="checkbox"/> Mountain Biking	<input type="checkbox"/> Nature observation/birding
<input type="checkbox"/> Running/jogging	<input type="checkbox"/> Roller blading	<input type="checkbox"/> Snowshoeing
<input type="checkbox"/> Walking	<input type="checkbox"/> Riding Scooters	<input type="checkbox"/> Group outings
<input type="checkbox"/> Walking pets	<input type="checkbox"/> Riding Skateboards	<input type="checkbox"/> Other (specify _____)

2. From the list of activities above, please indicate the top three activities in which you are most likely to participate:

1. _____ 2. _____ 3. _____

3. If you used a community trail system, where would you most want to travel to from your house? (Check all that apply.)

- | | |
|---|---|
| <input type="checkbox"/> A. Town of Sisters | <input type="checkbox"/> D. National Forest recreation trails |
| <input type="checkbox"/> B. School | <input type="checkbox"/> E. Other (Specify) _____ |
| <input type="checkbox"/> C. Work | |

4. Which of three of the above destinations would be most important?

1. _____ 2. _____ 3. _____

5. How often would you use the trail?

- | | | |
|------------------------------------|--|--|
| <input type="checkbox"/> A. Daily | <input type="checkbox"/> C. Weekends only | <input type="checkbox"/> E. Not at all |
| <input type="checkbox"/> B. Weekly | <input type="checkbox"/> D. A few times a year | |

6. Please check the landscaping/design elements that would enhance your experience on the trail: (Check all that apply)

<input type="checkbox"/> Paved trail surface	<input type="checkbox"/> Toilets	<input type="checkbox"/> Posted regulations	<input type="checkbox"/> Information Kiosks
<input type="checkbox"/> Dirt trail surface	<input type="checkbox"/> Benches	<input type="checkbox"/> Viewing areas	<input type="checkbox"/> Parking at trailheads
<input type="checkbox"/> Compacted gravel surface	<input type="checkbox"/> Water fountains	<input type="checkbox"/> Pet waste disposal	<input type="checkbox"/> Exercise course with stations
<input type="checkbox"/> Dual surface (dirt & paved)	<input type="checkbox"/> Garbage cans	<input type="checkbox"/> Fencing	<input type="checkbox"/> Covered picnic shelters
<input type="checkbox"/> Picnic Tables	<input type="checkbox"/> Emergency phones	<input type="checkbox"/> Mile markers	<input type="checkbox"/> Artwork (murals, sculptures)
<input type="checkbox"/> Trail signing	<input type="checkbox"/> Historical/Interpretive signs		<input type="checkbox"/> Native plant landscaping
<input type="checkbox"/> Other (specify) _____			

7. From the list of design elements above, please indicate the top five elements of most important to you:

1. _____ 2. _____ 3. _____ 4. _____ 5. _____

Tell us something about yourself:

8. Are you a residence of the Sisters School District? Yes ☐ No ☐

9. Where do you live?

- ☐ A. City of Sisters
☐ B. Local Subdivision (name of subdivision, i.e. Crossroads) _____
☐ C. Local Rural Area (name of area, i.e. Cloverdale) _____
☐ D. Other (Outside School District) _____

10. How old are you?

- ☐ A. 1-10 ☐ D. 19-25 ☐ G. 65 +
☐ B. 11-13 ☐ E. 26-40
☐ C. 14-18 ☐ F. 41-65

11. Gender: Male ☐ Female ☐

12. You are completing this survey representing: ☐ Individual ☐ Household: number in household _____

13. Do you have any ideas, comments, or concerns you would like to make about the trail system?

Thank you for your time in assisting the CATS Sisters Trail Committee.

Would you like to help the Trail Committee create a community trail system? We need volunteers for all aspects of the project- assembling mailings, planning activities and events, working with kids, collecting information, fundraising, constructing the trail, and much more! This is a community project and we welcome everyone's participation!

If you are interested in helping us, please contact the CATS Office at **549-2287**, or complete the below information, and we will contact you.

Name: _____

Address: _____

Phone Number _____ E-Mail Address _____

Interest or special skills: _____

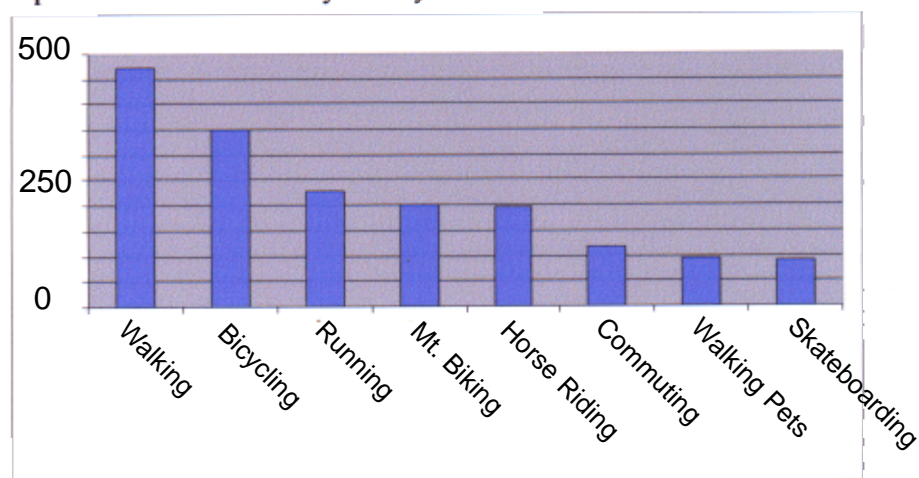
Community Action Team of Sisters
P.O. Box 1927
Sisters, Oregon 97759
Tel:541.549.2287 cats@sistersnet.com

Survey Results Summary

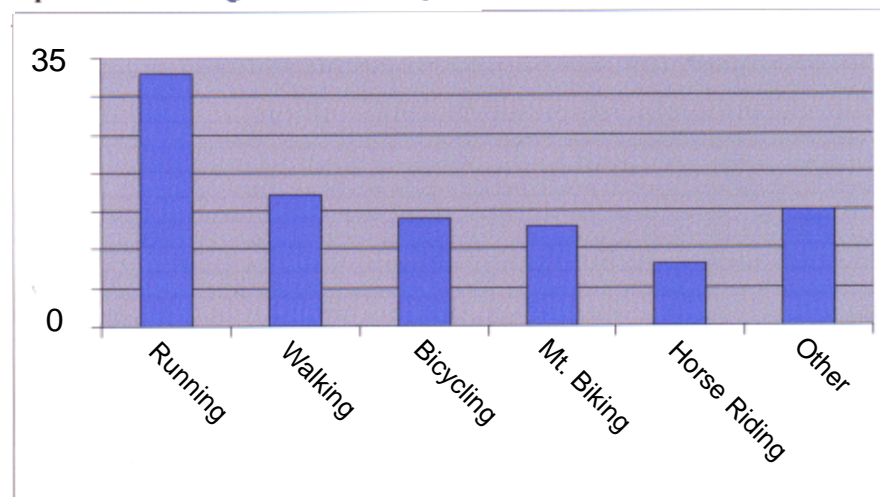
Surveys were distributed at the public meetings held by the Trail Committee in February and March, 2002. Surveys were also distributed at the Sisters Middle School, through various local organizations and businesses, and at other public meetings held in Sisters.

The Committee tallied 240 community surveys. Males and females completed surveys in an equal number. Because the survey requested first, second and third choices for some questions, those results were weighted to reflect the relative strength of the answers. For example, first choices were weighted by multiplying by five, second places by multiplying by three and third choices were used without weighting. Additionally, the Interdisciplinary Environmental Expedition (IEE) class at Sisters High School distributed surveys to all of the school's approximately 400 students. The IEE class tallied the completed surveys and summarized them in a presentation to the Trails Committee. The results of this survey were not weighted, and although the comparison between this survey and the general community surveys are inexact, they are similar enough to be informative.

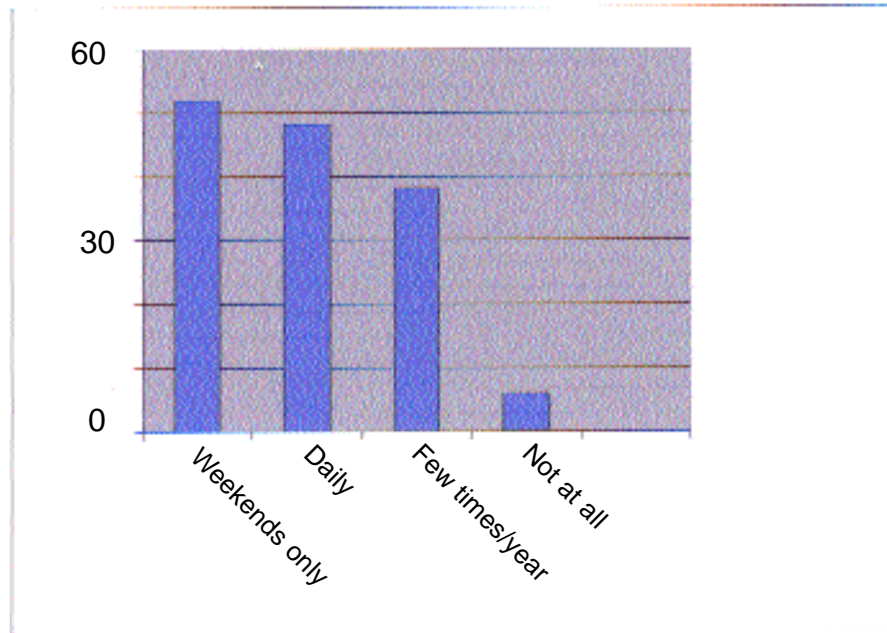
Top Activities - Community Survey



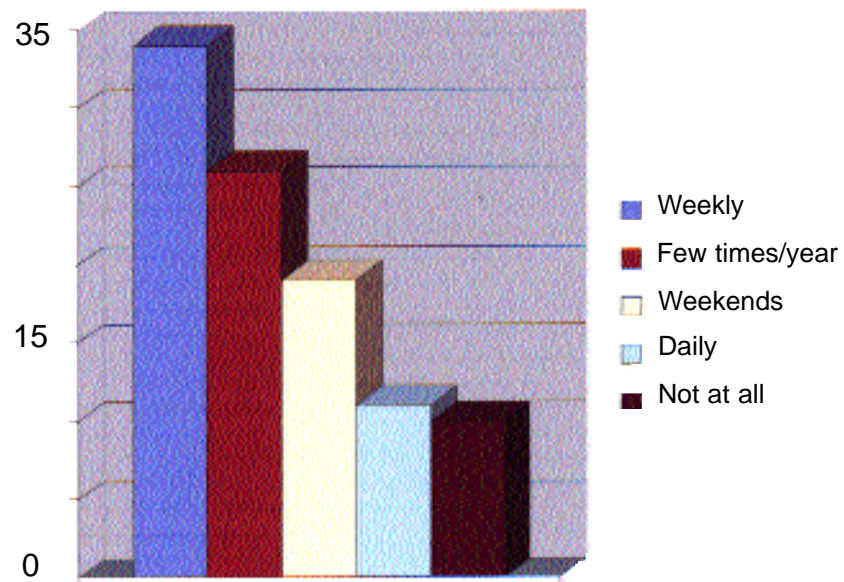
Top Activities - High School Survey:



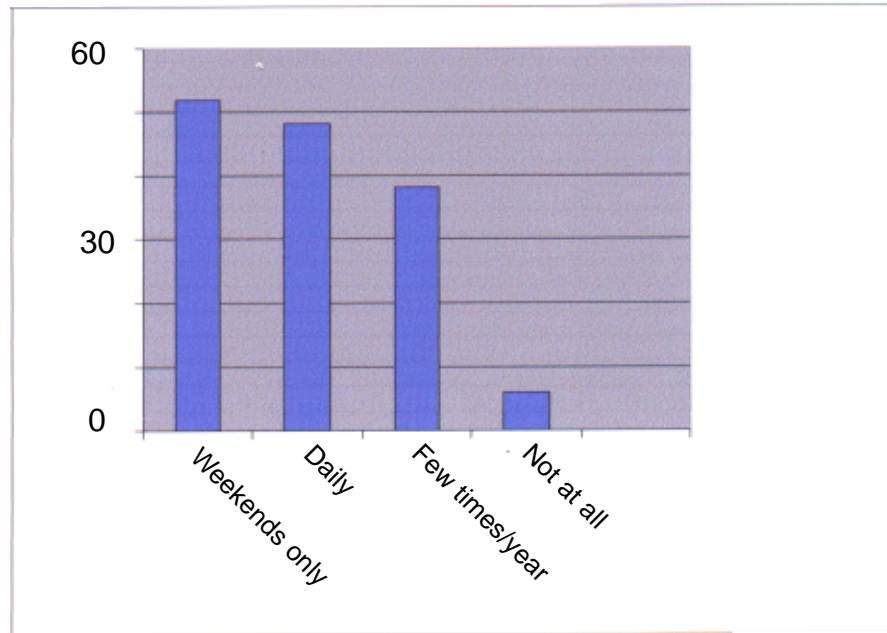
Frequency Use – Community Survey:



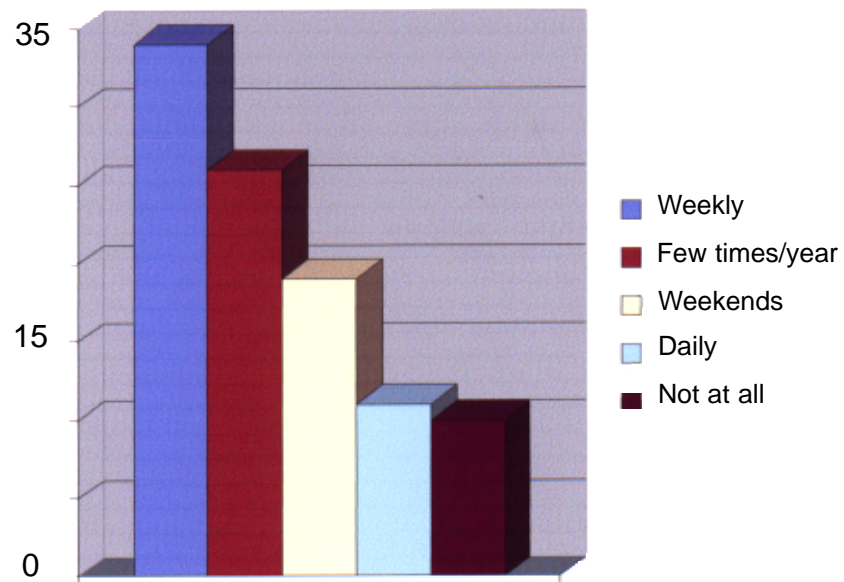
Frequency Use – High School Survey:



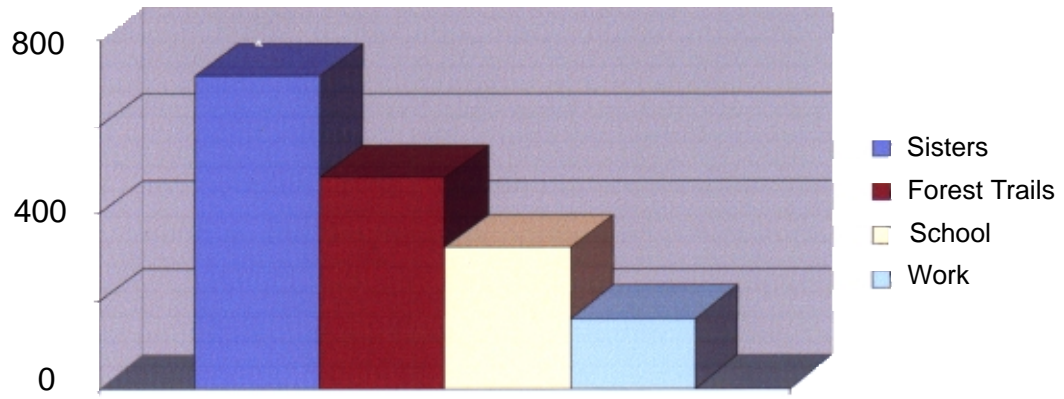
Frequency Use – Community Survey:



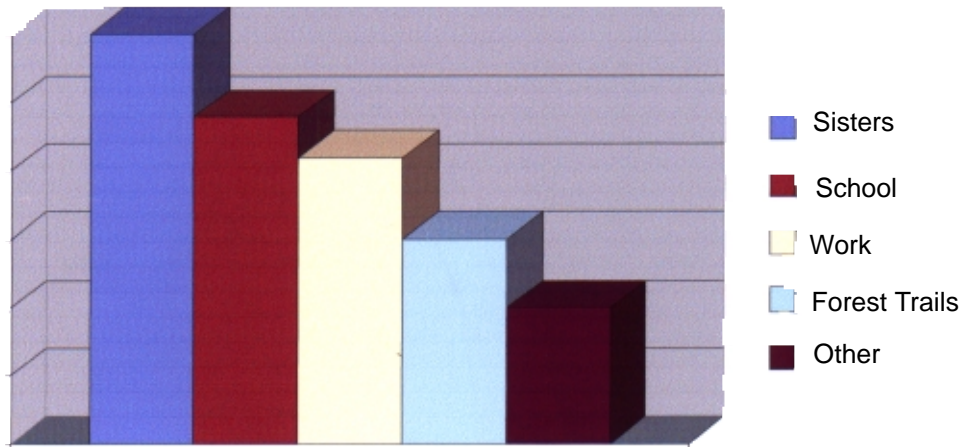
Frequency Use – High School Survey:



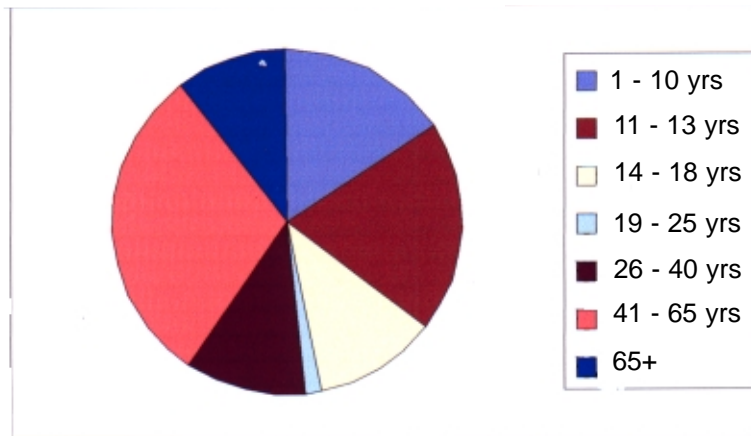
Top Destinations – Community Survey:



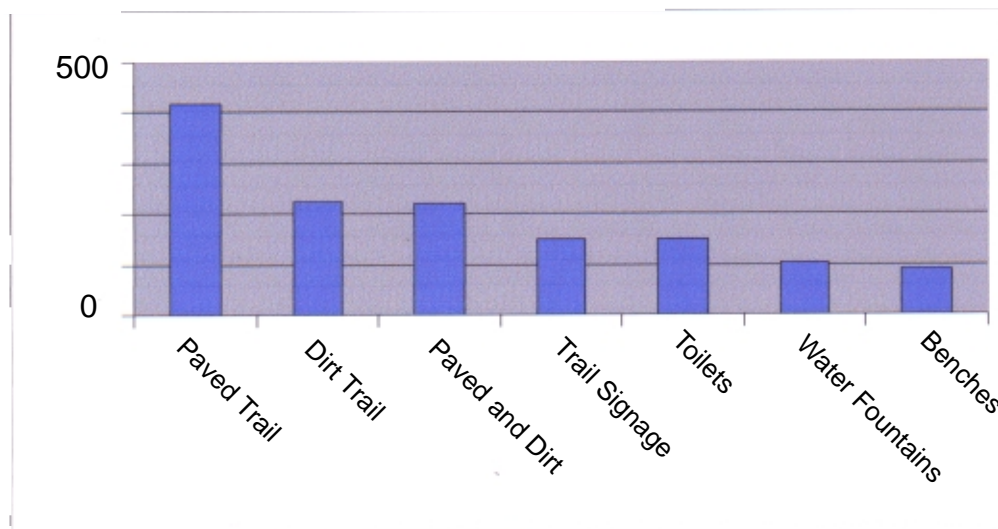
Top Destinations – High School Survey:



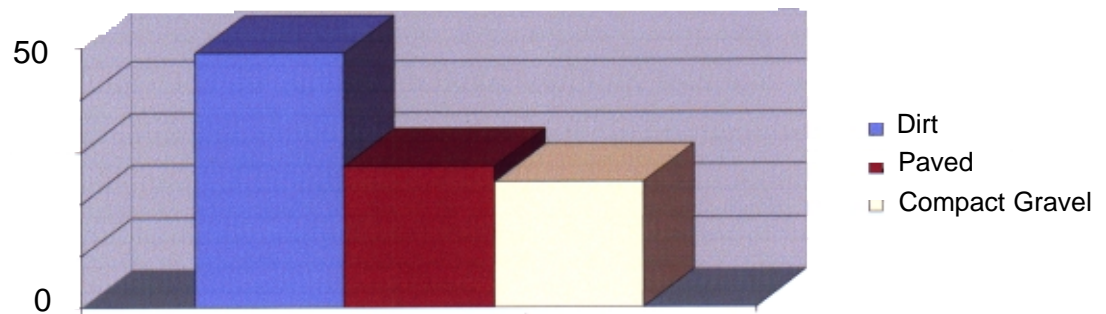
The ages of those who returned the Community Survey:



Preferred Design Elements – Community Survey:



Surface Preference - High School:



Trail Survey Comments

Great idea! Sounds really good. Speed limit so walkers safe/wide enough for passing. Make it first class but in keeping with rural nature - western concept. Conform to the theme of Sisters. Excellent. Improves value and livability. Looking forward to trail. Biking Camp Polk Rd. difficult. Great idea. Thank you for your vision and desire to accommodate so many user groups. Make it handicap friendly-wheelchairs, etc. Great idea for locals, visitors, birders! Would like to see boarder/skating areas/ramps. Peace and quiet on trail. A paved, well-lighted trail would get most use. Accommodate most ages. I enjoy single-track trails that accommodate bikes and peds. I visit Sisters area to ride my horse 5 to 6 times a year. No commercial advertising on kiosk. Top priority: bike lane along Camp Polk Rd. or bike trail from north of town to town. Don't Disney-fy it-make it natural and simple. I like the idea. I think it's vital, especially in the summer when there is so much traffic. Good idea. Smoothly paved could be for go peds (motorized scooters). I really appreciate all the people who are making this happen. Thanks guys. I think the trail will get good use! I (and family) am active and spend a great deal of time in outdoors. You must pave trails. Safety of children while using trails. How close the trail is to roads, private property and lighting. No horses please on shared trail system. Accessibility and signing for the disabled. Offset trails from roads so don't get run over. Surface to accommodate wheeled sports. Prohibit horses to avoid damage to surface. Wood chip/bark trail surface. Outstanding community project! We need a variety of trails - more developed/hardened near town and more primitive to N.F. trails. Maintenance agreements w/organizations, groups and individuals should be considered. Western motif travel signals. Separate walking trail from mtn. Biking. Simple, easy to maintain - country, not urban. Committee shortsighted for not considering some motorized options. What about handicapped people w/scooters? Meet ADA rules? Grants may have ADA restrictions. Horses don't coexist well w/bikes and dogs. Underpasses for horses, peds, etc. to cross hwy. Keep up the good work - great idea! Please design some trails for horses --losing access to trails. More trails like Buck Run would be super. I am a devout outdoor enthusiast w/mtn. Biking being a major activity - trail specific design in certain areas would be nice, but designed for all users. Most of the trails I use now are too dusty by July because of horses - need separate horse trails. Need to address mean dogs. Area north of Squawback Woods would be a great place for a loop - it would connect most of Indian Ford. I think this is really important for the community. I remember riding bike on Camp Polk a little scary sometimes. Safe, simply way to cross hwy. Trail to shopping cntr. From town, separated from hwy. Would be nice. Bike racks to lock one's bike while in stores or at school. How about using the old Squawback Rd. by filling in the holes, etc. for a quick start to complete a trail to town. Horse trail close but separate. Horses and bikes don't mix. Keep the trail separate from the road. Keep the system simple, rustic, low maintenance and low cost are important. Great idea!! This will help tie the entire community together. Do not over improve the trail, murals, artwork, etc. may be ok for town. Some surface work may be appropriate. We now walk out 1 mile on Elm St. along the road - some days it is scary with road traffic -- have been doing this 8 years summer and winter. It would be wonderful to walk away from heavy traffic. Safety comes first and also a sense of joining the community through easier access. Let's promote alternatives to cars!

F

**Newspaper
Articles
&
Press Releases**

EDITORIALS

Sisters' trails deserve community's support

A group of Sisters residents has a grand vision for the future of trails in their community. They see them as a means of promoting the city's many recreational opportunities, drawing in tourists, and creating new ways for people to move around town. That is a dream worth pursuing, but it must be tempered by some hard reality. Trails cost money that the city and county will have a hard time coming up with in these fiscally tight times.

The Sisters area already sits in the center of an extensive trail system that runs throughout the Deschutes National Forest. Yet in town, getting around on foot or bicycle can be difficult. Developing new trail routes will help alleviate the problem.

That is not to say that creating a system for pedestrians and bicyclists in Sisters will be easy. Sidewalks are few and far between, and many people will have to find a way across busy Highway 126, which runs through the middle of town.

The Sisters Trail Committee is ready to develop solutions based on existing trails and city plans. The city of Sisters last June committed to alleviating the sidewalk problem by including shoulders for pedestrians and bicyclists in its transportation system plan. With the help of some local businesses, residents and groups such as the Community Action Team of Sisters, the trail committee is developing plans to build on that and is preparing to install pavilions at sites along some

of the existing trails. Such active community participation is to be commended.

Still, there is a world of difference between installing a few benches and developing an extensive trail system. The trail committee recognizes that it will need support from the city, Deschutes County and the U.S. Forest Service. Those government agencies should willingly give it. Additional trails that connect the far-flung parts of the Sisters community will make the area more attractive to visitors and improve livability for residents. Moreover, if public agencies become involved now, they can hopefully prevent conflicts down the road.

On the other hand, government agencies must not overdo their commitment to trails, nor should the trails' backers expect them to. Advice and planning help should be welcomed, but any financial involvement might have to wait. A full trail system will cost millions to implement. No government agency has that sort of money just lying around these days. The nation's economic slowdown has left governments, including Sisters and Deschutes County, scrambling to cover their expenses. Now is not the time to take on a new one.

The Sisters Trail Committee should keep working for its vision of a better community. There is no question the trails they promote will benefit the area. However, they must remember that they cannot only make plans. They must prepare to shoulder the burden of implementation as well.

THURSDAY, DECEMBER 20, 2001 • THE BULLETIN

Residents line up to help plan Sisters' trails

By Jenny Slater
The Bulletin

Jerry Norquist envisions an intricate system of trails in Sisters connecting nearby neighborhoods to downtown businesses, the district's schools and the Deschutes National Forest.

"To a small community like Sisters, that's an important component," the avid cyclist said. "I think cycling is a very important part of our transportation mix."

And like Norquist, community members are lining up to join the Community Action Team of Sisters (CATS) to help create a plan for about 26 miles of trails for runners, walkers, cyclists, skaters and horse riders.

More than 20 people have attended recent meetings, said Lori Craig, a CATS community advocate. The group represents a wide spectrum of Sisters' residents — from doctors to Forest Service rangers.

"It's like every time we meet, another

Vision behind a system of trails

The Community Action Team of Sisters' vision for area trails is to provide "an accessible and safe network of trails that serves every neighborhood within the greater Sisters School District and connects them with downtown Sisters, school campuses and regional trails within the Deschutes National Forest."

Goals:

- To provide safe alternative walking and biking routes to schools.

- To support the town's vision of a village atmosphere by reducing traffic congestion and pollution.

- To promote health and wellness for all community members with nonmotorized trails for walking, jogging, hiking, biking and horse-back riding.

- To increase recreational use of area trails and boost visitation to downtown businesses.

- To provide a connection to the unique history, heritage and natural beauty of the Sisters area, including interpretation and education.

For more information, call CATS at 549-2287.



sources and promote cultural heritage and recreation. Abbott will meet with CATS members once a month for one year — about six weeks of work —

help define what the trail system could become. If plans aren't complete within one year, CATS can reapply for another year of technical assistance.

One important aspect of a new system of trails is that it would keep students off the highways as they walk or ride their bikes to Sisters' schools, Craig said.

The group is surveying the area's trail system and setting time lines for the project's design process, Craig said.

Norquist, who is on CATS' community outreach committee and the state's Bicycle Transportation Alliance, said he'd eventually like to see trails extending from Sisters to areas including Bend, Black Butte Ranch, Camp Sherman and Suttle Lake.

Even if the design process takes a few years, making them as complete as possible before building is essential, Norquist said. The group plans to host a town hall meeting in February to get even more ideas from residents, he said.

See Trails / B8

Trails

Trail system would also attract more tourists, Norquist says

Continued from B1

"We want to make sure that the process we put into place is something that has longevity," he said.

Hopefully, new trails will begin to appear around Sisters in the next few years, he said.

"It's going to take five, 10, 15,

20 years," he said. "It's probably one of those things that never gets completed."

Not only do trails help a community, but they also attract more tourists, Norquist said. And Sisters' trail system would be even more of a draw because it would extend into the National Forest's extensive trail system.

Trails promote exercise, too, Norquist said.

"If you've been watching the news, the number one health issue right now isn't smoking. It's obesity and the diseases related to it," he said. "We're just not get-

ting enough exercise."

The new trails could include art and historic markers, Craig said. "We're just starting to discuss that," she said. "We don't even know what everybody's thinking."

CATS' plans are developing after the city council's approval of a transportation system plan in June that includes shoulders on city streets for pedestrians and bicyclists.

Jenny Slater can be reached at 541-383-0354 or jslater@bulletin.com.



(Left-right): Gene Shaggaby, Bill Willitts, Jerry Norquist, Cooper Boston and Dave Marlow worked on timber framing for trail kiosks.

Photo by Kris Calvin

Timber framers contribute to trails

Mallets beat on chisels making wood chips fly while chain mortise tools buzzed and eight people from as far away as Portland and Eugene worked in a timber frame workshop held in Sisters on May 18 and 19.

Kris Calvin of Earthwood Homes of Oregon hosted the

workshop. Calvin donated his time and the use of Earthwood's shop facilities to the project, which was used to raise money to help pay the cost of four kiosk structures for the Community Action Team of Sisters (CATS) Trails project.

The students learned to use

many of the specialty tools associated with timber frame construction while helping to build four timber frame kiosks that will be erected around the city of Sisters this fall as part of the CATS Trails project.

PR

Class aids trails project

Kris Calvin, owner of the kiosks. "During the class, we'll be using the tools and techniques we are learning to actually construct the building of the four kiosks which will be located at various trailheads around Sisters."

The class will be held at the Earthwood Homes shop, 111 W. Barclay Drive. The timber framing course on May 4 and 5, from 8 a.m. to 4 p.m., said Dave Marlow, \$125. Contact Lori Craig at 549-CATS who sketched the design for

the whole evening was fabulous.

"It was a great presentation," Lindner said. "I've never seen such a well-organized public project."

Lindner lives in Tumalo, but is interested in the Sisters trail system because his organization has 200 members in Central Oregon, with about a quarter of those living in the Sisters area.

"I appreciate that the whole system will be equestrian friendly," he said. "There will be some interface issues, but that's to be expected. The equestrian aspect will be enjoyable for all kinds of people with horses — and it will benefit the Sisters economy because of horse people who vacation here."

"It would be super if one could ride from an equestrian camp into town, buy an ice cream cone and a few souveniers, and ride back. People come from all over the country to ride here — they love Sisters."

For more information call Lori Craig at 549-2287.

the middle school, and the results we got back from them have been different. Horseback riding was the number one activity indicated by the students, and they said they would use the trails mostly on the weekends."

Norquist wanted to make it clear to the community that the Sisters Trails system is a separate issue from the bike path that is being voted on in Tollgate.

"Our trail system will be for transportation and recreational use for the whole community," he explained. "The bike path is a homeowner's association issue."

"Our goal is to make sure Tollgate is connected to the community — some of the feedback we've gotten so far from Tollgate residents is that they would like to be connected to Crossroads and to town — without having to use the highway."

Norquist reiterates that the purpose of the Sisters trail system is to establish a safe, accessible network of trails that serve every neighborhood within the greater Sisters School District, connecting them to downtown Sisters, to school campuses, and regional trails within the Deschutes National Forest.

Benjamin Lindner, who is the vice chairman of the Central Oregon Chapter of Oregon Equestrian Trails, thought

TRAIL from page 3

Project Funding, and four different mapping stations.

"At one station," said Norquist, "people could look at a map and find where they lived, then figure out what quadrant they were located in. They could then go to that quadrant mapping station and give input."

"Each mapping station had maps for the people to draw on and take home with them."

One table had results from the survey which had been passed out at the first meeting.

The survey included questions such as:

- How should a community trail system in Sisters be used? (Activities ranging from horseback riding to jogging to snow shoeing were listed as possibilities).

- If you used a community trail system, where would you most want to travel to from your house? (Sisters, School, and Work were some of the responses given).

"We've received about 240 surveys back," said Norquist. "Walking received the number-one vote as far as trail usage, with bicycling and mountain biking coming in second and third."

"Most people indicated that they would be using the trails on a daily basis," Norquist said. "We also gave this survey to the students at

COMMUNITY

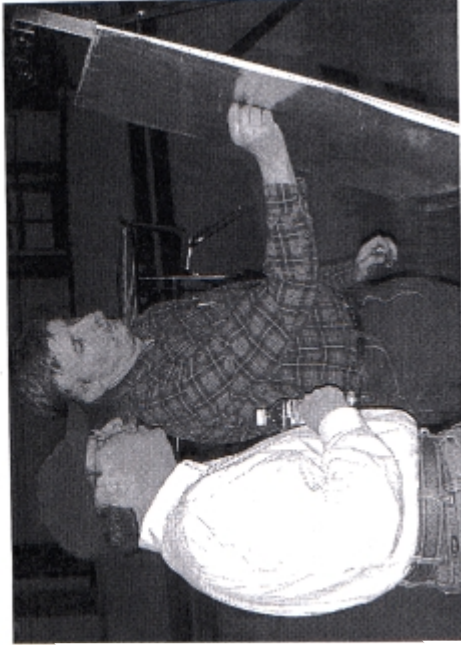


Photo by Jim Cornelius

Jeff Sims of the Sisters Ranger District discusses trails with a visitor to a CATS trails forum.

Trail workshop draws a crowd

By Shawn Strannigan

The Trails Committee. "This was a follow-up to our first meeting back in March when the vision of the trails concept was introduced. Lots of new people came to this event — maybe two-thirds hadn't been to the first meeting."

"This time we had a working session — a 'roll up your sleeves' — kind of thing."

Some of the new attendees included former Senator Bev Clarno, who has been a big supporter of the Safe Routes to School program, and County Commissioner Tom DeWolf.

As interested folk entered the cafeteria, they viewed a mock-up of the proposed trailhead kiosk (see related story, p. 17).

Next, they were handed a bag of trail mix and a map. The map gave the location of 13 different working stations.

Paper footprints, made by kids in the S.O.A.R. program, led the way to the various working stations, including City Transportation plans, School District High School plans, S.O.A.R. Bike Fest, and School program, and County Commissioner Tom DeWolf.

See TRAIL on page 17

Sisters Nugget April 17, 2002

For more information call Lori Craig at 549-2287.

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Press Release

Sisters Trail Committee Holds Open House to Discuss Plans for Community-Wide Non-Motorized Trail System with Local Residents

SISTERS — Sisters area residents are invited to attend an open house to learn about efforts to develop a community trail system for hikers, bicyclists, walkers, cross-country skiers and equestrians within the greater Sisters area. The open house will be held on Feb. 27 at the Sisters Athletic Club, 413 W. Hood Ave. The meeting begins at 7 p.m. Food and drink will be served.

A group of Sisters area residents with a vision for a network of safe, accessible trails that connects neighborhoods within the Sisters School District to downtown Sisters, schools and regional trails within the Deschutes National Forest have been meeting for several months to make that vision a reality. To accomplish that they need the ideas, advice, expertise and energy of the people who live here. The open house is an opportunity for everyone to learn about the planned trail system, its benefits to Sisters area residents and how to get involved.

The evening's festivities include a talk by Catherine Ciarlo, executive director of the Bicycle Transportation Alliance — a statewide organization working to promote bicycling in Oregon — on safe routes to schools and livable communities. Next, Muriel DeLaVergne-Brown, clinical program manager for the Deschutes County Health Department will discuss healthy communities followed by an overview of the Trail Committee's vision, mission and goals by Committee member Jim Craig.

After the presentations, there will be plenty of time for attendees to ask questions, give input, peruse maps and chat with Committee members.

Press Release

Trail Advocates Invited to Help Plan Sisters Area Community Trail System at April 3 Workshop

SISTERS — Everyone interested in helping to plan potential trail routes for the Sisters Trail System is invited to attend an evening workshop on Wed., Apr. 3 at the Sisters High School Cafetorium from 5 p.m. to 8 p.m. The workshop will be ongoing and members of the public may stop in anytime during those hours and stay as long as they like. Refreshments will be served.

There will be general information about the proposed Sisters Trail System and maps of the area to peruse. The goal of the workshop is to gather ideas from the public on where a network of hiking, biking, equestrian and commuters trail routes should go to link area neighborhoods with downtown Sisters, schools and the surrounding National Forest.

The workshop format will be informal, with small groups discussing potential trail routes based on participants' knowledge of the Sisters area and their interests.

In addition to the opportunity to help plan trail routes, information on funding the trail system will be available along with the chance for workshop attendees to sign on as trail, advocates. Representatives from the City of Sisters and Deschutes National Forest will be on hand to answer questions about the role of those agencies in the Sisters Trail System.

The Sisters Trail Committee will use the information gathered at the workshop to develop a draft trail plan.

Press Release

Map Your Favorite Sisters Area Trail

SISTERS — Spend some time in the great outdoors this spring helping the Sisters Trail Committee map and inventory local non-motorized trails for potential inclusion in the Sisters area trail system.

The Sisters Trail Committee is beginning to gather information on area trails as part of its effort to establish a system of hiking, biking and equestrian trails connecting Sisters area neighborhoods with local schools, downtown Sisters and the Deschutes National Forest.

We're looking for people interested in participating in some trail inventory and mapping fieldwork. If you know of local trails that should be part of that system, or if you just want to help look for possible candidates, we need your help.

To sign up as a "trail seeker" come to a brief meeting at 7 p.m., Wed., May 29 at the U.S. Forest Service Sisters Ranger District Office, corner of Pine and Cascade, to find out how to help and to pick up your trail mapping "tool kit."

For more information contact Jeff Sims at 549-7706.

May 7, 2002

Dear Trail Partners:

Now that spring has arrived in central Oregon, it's time to get outside and start mapping and inventorying local, non-motorized trails for possible inclusion in the planned Sisters area trail system, which will connect Sisters area neighborhoods with local schools downtown Sisters and the Deschutes National Forest.

If you know of local trails that should be part of that system, or if you just want to help look for possible candidates, we need your help.

Sign up as a "trail seeker" by coming to a brief meeting at 7 p.m., Wed., May 29 at the U.S. Forest Service Sisters Ranger District Office, corner of Pine and Cascade, to find out how to help and to pick up your trail mapping "tool kit."

If you have any questions call Jeff Sims at 549-7706.

We'll see you there!

Sincerely,

The Sisters Trail Committee

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**Newsletters,
Brochures
& Flyers**

Connect with us...

The Sisters Trail Committee needs your advice, expertise, energy, and when trail building time comes, your muscle power. To find out how you can help make the vision a reality contact:

Sisters Trail Committee
Community Action Team of Sisters
484 W. Washington, Suite C
Sisters, OR 97759
Phone/Fax (541) 549-2287
E-Mail cats@sistersnet.com

Our Goals

- Provide safe walking and bicycling routes
- Improve Sisters village atmosphere by reducing traffic congestion and pollution
- Promote health and wellness for all community members with non-motorized trails for walking, jogging, bicycling, skiing and horseback riding
- Improve our economy by expanding recreational use of our trails
- Provide a connection to the unique history, heritage and natural beauty of the Sisters area
- Provide alternative transportation routes that protect and conserve the natural beauty of the Sisters Community
- Establish community involvement in the development and maintenance of the Sisters Trail System

Connecting Communities



A Vision
for a
Sisters Area
Community
Trail System



Community Action Team of Sisters
CATS

Sisters Trail Committee
Community Action Team of Sisters
484 W. Washington, Suite C
Sisters, OR 97759

Connections are Important ...

Connected by the desire for a good place to live, Sisters area residents enjoy mountain air and mountain views — a clean and healthy place to work, retire or raise a family. **Physical connections** are important, too. We need to get to our jobs, to our schools, to our town. On weekends we go to the mountains to hike, camp, bike, fish, watch birds or just soak in the peace and quiet of nature. The **benefits of small town life** and the **beauty of nature** sit at our doorsteps.



How We Get Around ...

How do we get to those places? And where do we go? **Trains, planes and automobiles** take us far and fast. Maybe too far and too fast. Consider another way. Many of us are doing it already. Kids walk between home and school, couples stroll through their neighborhoods on Sunday mornings, bicyclists mount up for a trip to the grocery store, groups of equestrians ride out of their corrals onto bordering publicly-owned forests. **Getting there can be more than half the fun.**

Travel by Trail ...

A group of Sisters area residents are working to develop a community-wide non-motorized trail system. It's a **Vision** of a community with a safe accessible network of trails serving every neighborhood within the greater Sisters School District, connecting them to downtown Sisters, to schools and to regional trails within the Deschutes National Forest. **It's a trail system for everyone**, from the residents of Cloverdale and Black Butte to the citizens of Crossroads and Aspen Lakes. It's a trail system that will make the Sisters area a better place to live, **connecting us** to our community and to each other.



The Trailhead

March
2002

News from the Sisters Trail Committee

Volume 1, Number 1

Trail Planning Workshop Scheduled

Roll up your sleeves and get ready to start building trails. Well, on paper anyway. But you've got to start somewhere. The Sisters Trail Committee invites all trail advocates to get started on our community trail system by dropping by the Trails Planning Workshop, 5 pm to 8 pm, Wednesday, April 3 at the Sisters High School Cafetorium.

Stop in anytime during the workshop and stay as long as you like. We'll have maps to peruse (and draw lines on) and lots of information about the planned Sisters Trail System. We want your ideas on where trail routes should go, the best ways to get from your neighborhood to town, to school and to the surrounding National Forest. Hikers, bikers, equestrians, commuters — we'll see you there!

Help Build Trail Kiosks

How will you know where the trails go? From trail kiosks with trail maps and other information about the Sisters Trail System, that's how. Who's going to build them? How about you?

Learn professional frame construction techniques while building four kiosks for the Sisters Trail System at a class offered by Earthwood Homes on Saturday and Sunday, May 4 - 5. The fee is \$125 per person and the class is limited to 15 students. To register, contact CATS.

Be A "Trailhead"

Support the Community Trails Vision

We need your ideas, talent and energy. Contact CATS to see how you can help.



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Improve our economy by expanding recreational use of our trails

Provide a connection to the unique history, heritage and natural beauty of the Sisters area

Provide alternative transportation routes that protect and conserve the natural beauty of the Sisters Community

Establish community involvement in the development and maintenance of the Sisters Trail System

The Trailhead

May
2002

News from the Sisters Trail Committee

Volume 1, Number 2

CATS Gets Grant to Inventory Trails

With a little help from our friends at the National Forest Foundation in the form of a \$3,250 grant, along with matching community funds, the Sisters Trail Committee is embarking on a trail inventory project with assistance from Interdisciplinary Environmental Education students from Sisters High School.

Students involved in the project, called "Cat Tracks," will use global positioning and geographic information systems technology to map existing and potential trails within the Sisters area. Professional mentors will assist the students.

There is lots of ground to cover out there and we need all the help we can get. If you'd like to lend a hand with trail inventories, call Jeff Sims at 549-7706.

Green Ridge Trail "Party"

Come to our Trail Party on Saturday, June 8. A trail work party that is!

We'll start the hiking and biking season off by cleaning brush from a five-mile section of the Green Ridge Trail in the Deschutes National Forest.

Meet at 10 AM at the Sisters Athletic Club, 413 W. Hood. Call CATS for more information.

City Approves Kiosks

The Sisters City Council has given its okay to place four informational trail kiosks within city limits.

Kiosk Building Workshop

If you've been procrastinating about signing up for the Trails Kiosk Building Workshop, you're in luck, because its been rescheduled for Saturday and Sunday, May 18 and 19.

Students will learn professional frame construction techniques while building four kiosks for the Sisters Trail System. The class is offered by Earthwood Homes of Sisters. The fee is \$125 per person and the class is limited to 15 students. To register, contact CATS.

Be A "Trailhead"

Support the Community Trails Vision

Next Trail Committee Meeting

Thursday, May 16,
7:30 A.M., CATS Office
You're Invited!

**Sisters Trail Committee
Community Action
Team of Sisters**

484 W. Washington, Suite C
Sisters, OR 97759

Phone/Fax (541) 549-2287

E-Mail cats@sistersnet.com



Interested in Trails?

Then join us for an open house at:

7:00 PM, Wednesday, February 27

Sisters Athletic Club

413 W. Hood Ave.



To find out how a group of local residents are working to develop a community-wide non-motorized trail system to connect every neighborhood within the Sisters School District to downtown Sisters, schools and the Deschutes National Forest.

And



To learn how you can help make it happen.

Speakers will talk about safe routes to schools, livable, healthy communities and the vision, mission and goals of the Sisters Trail Committee. Then we'd like to hear what you have to say about a trail system for our community.

Refreshments will be served!



For more information contact:
Community Action Team of Sisters
549-2287



Community Action Team of Sisters

CATS